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VOL. XLI, 1938

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MEDFORD, MASS.

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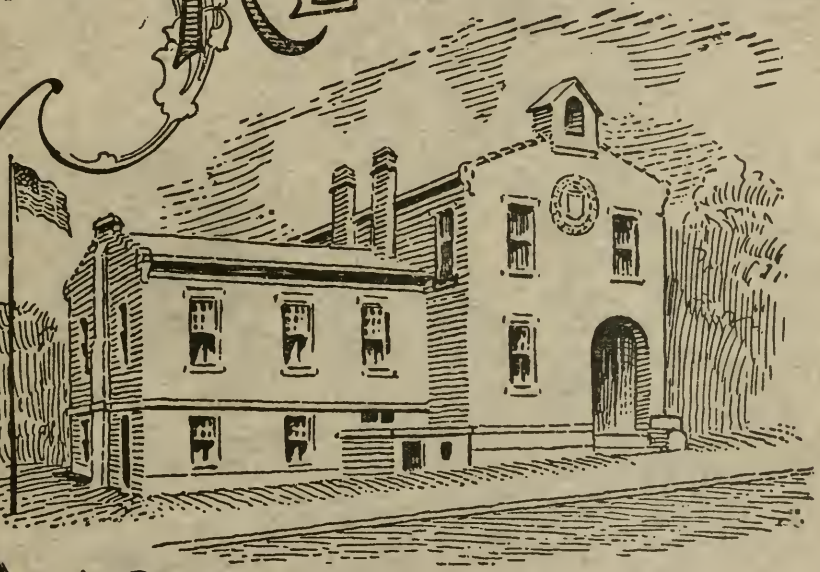

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Charles H. Phinney

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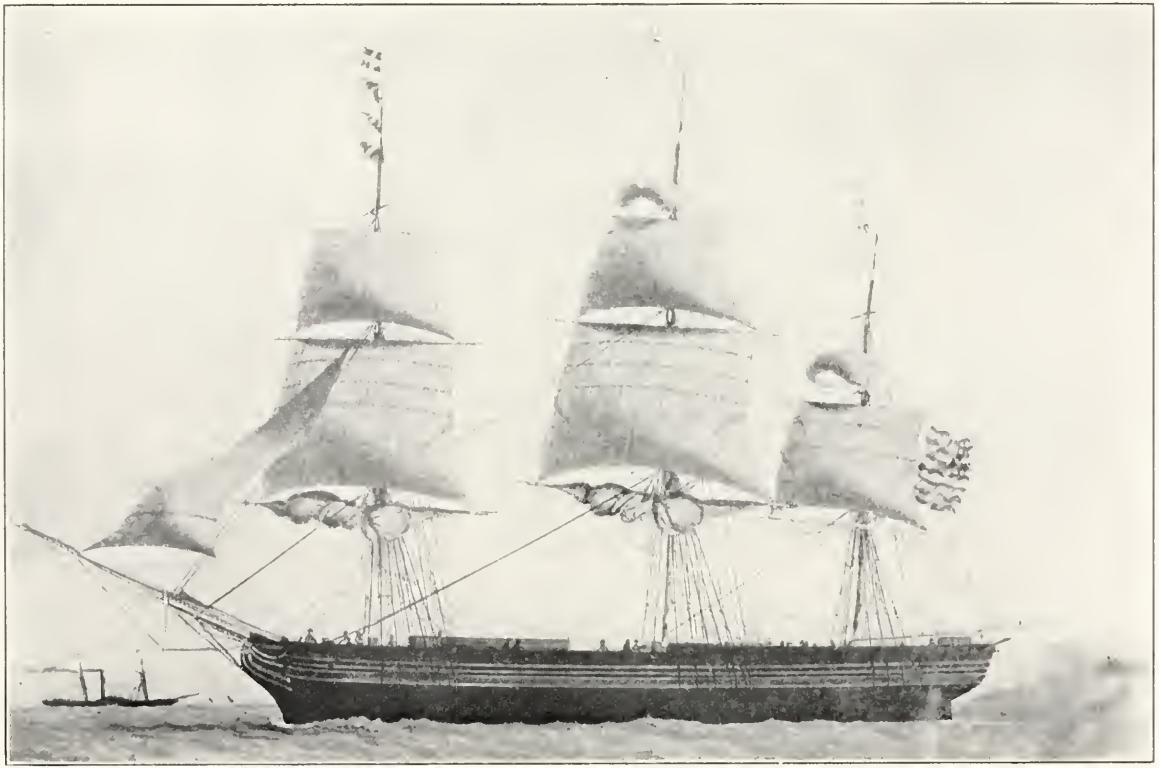

From Painting by Frederic Roux, 1839.

SHIP "*COLCHIS*," BUILT AT MEDFORD BY SAMUEL LAPHAM, 1836.

The Medford Historical Register.

VOL. XLI. MARCH, 1938. NO. 1.

PAINTINGS AND MODELS OF MEDFORD SHIPS BUILT BETWEEN 1830 AND 1856 BY SAMUEL LAPHAM.

Compiled for the REGISTER by SAMUEL LAPHAM, F. A. I. A.,
of Charleston, South Carolina.

EDITOR'S NOTE.—This invaluable article extends in detail for posterity the list of known illustrations and models of vessels built in Medford by one of its best-known shipbuilders. It was prepared by the shipbuilder's grandson who, in the MEDFORD HISTORICAL REGISTER, Vol. XXXIX, No. 3, had an equally valuable article, "The Lapham Family of Medford, Massachusetts, and Charleston, South Carolina."

THE subject of the American clipper ship and its forerunners has been rescued from oblivion during the past thirty years by lovers of the sea and of Americana and is now substantially recorded, not only for the American seaboard but also for specific shipbuilding centers. Mr. Hall Gleason's work on Medford is an outstanding example of the latter. While these works give with authority all data connected with the ships that they cover, it appears no effort has been made to list comprehensively the paintings and models that remain today the only visual records of early American ships. Of the paintings scattered from San Francisco to Marseilles, it appears that there is no complete record. Even the monumental work of the Marine Research Society of Salem on the ship paintings by the Roux family does not attempt to list all of the paintings known and states that others exist that are not included in their work.

In the effort to locate the representations that exist today of the ships of one master shipbuilder, the present article had its beginnings, and it is hoped that other workers may follow and list those in which they are particularly interested until, by separated efforts of many

persons, a complete catalogue of paintings and models may be established.

Samuel Lapham (1808–1886), shipbuilder of Medford, was sixth in descent from Thomas Lapham, who emigrated from Kent, England, to Scituate, Massachusetts, *circa* 1634. He was the fourth son of George Bryant Lapham and Merriel Whitton, who, born in Marshfield, moved to Medford in February, 1804, and established the Lapham Iron Works to provide ship's iron for that rapidly-increasing industry. Samuel Lapham was born in Medford. Letters and family papers give glimpses of the life of the town in the first quarter of the nineteenth century. Coffee was from twenty-nine to thirty-two cents per pound, rum twenty-seven cents per quart, veal seven cents per pound.

After a two-years' voyage at the age of fifteen, Samuel completed his schooling in Medford and then trained under Thatcher Magoun as a shipbuilder. Finishing his apprenticeship in 1830, he established the Lapham Shipyard, building twenty-three vessels between 1830 and 1856. He married Sarah Peterson Smith of Duxbury in 1845, Daniel Webster driving over from Marshfield to attend the wedding as an old family friend. Samuel Lapham was a member of the Medford Amicable Fire Society in 1833, was the first chief engineer of the town fire department, 1842, and by being elected to the office of "Surveyor of Timber" for Medford, was one of the Town Council in 1850.* A year's search by his grandson, with correspondence extending from San Francisco to Marseilles, has resulted in the locating of the following paintings, etc., of his ships. If any reader has others of those ships listed herein as unlocated, information as to the same will be much appreciated.

The index of the lithographs of Currier and Ives in the Library of Congress lists none of the Lapham ships among their various marine subjects illustrated.

* See the MEDFORD HISTORICAL REGISTER for September, 1936, for more detailed account of the Lapham family.

The thanks of the compiler are due to many individuals, museums, etc., who were kind enough to answer his inquiries and give such data as they had available. Thanks are particularly due to Mr. L. W. Jenkins, Assistant Director and Curator of Marine Room of the Peabody Museum, Salem, Massachusetts; to M. Vicente of the Musee de la Marine, Palais du Louvre, Paris; M. Reynaud, Conservateur du Musee de la Chambre de Commerce, Marseilles; M. Phillippe Keller of the Naval Historical Foundation of Paris; Miss Helen R. White, Secretary of the de Young Memorial Museum, San Francisco; Mr. H. T. Peters of the Art Committee of India House, New York; and Mr. Hall Gleason, of Medford, Massachusetts. Information of value was also given by the Marine Museum of the Old State House, Boston; the Nantucket Historical Association; the Museum of Fine Arts, Boston; Marine Historical Association of Mystic, Connecticut; Old Dartmouth Historical Society of New Bedford; Senator Henry Cabot Lodge, Jr.; Marine Museum of Newport News, Virginia; Marine Museum of the City of New York.

1. Brig *Nabob* (1830):

   Photograph owned by Peabody Museum, Salem, Massachusetts, of builder's half-model of this brig. Photograph shows the board backing same to be marked "*Nabob*, Medford, Mass., 1830." No record of where original is or who made photograph.

2. Brig *Tusker* (1831):

   No record of paintings or models located.

3. Ship *Lion* (1831):

   No record of paintings or models located.

4. Ship *Emily Taylor* (1832):

   No record of paintings or models located.

5. Ship *Omega* (1832):

   No record of paintings or models located.

6. Ship *Chatham* (1834):

   No record of paintings or models located.

7. Ship *Bazaar* (1834):

(*a*) Painting by Francois Roux; owner, Marine Museum of Louvre, Paris. (Date of execution unknown.)

Description: A three-masted ship heading right with topgallant yards on three masts, with jib, foretopsail, maintopsail, maintopgallant, mizzentopsail and spanker set (maintopsail and topgallant aback). Wind front to rear. On foremast four signal flags; on main, fishtail pennant with word "*Bazaar*"; on mizzen at monkey gaff, American flag. Hull black with four narrow lines. In middle distance right, a two-masted topsail schooner, all sails set, heading right, quartering to rear. In middle distance left, a three-master quartering away to right, crossing royal yards on fore and main and with all sails, except lower courses, set. On left horizon, two distant peaks; on right horizon, sky-line only.

The catalogue of the Marine Museum of Louvre states: "Ce navire fut un des premiers du type adopte par les Americains pour le transport des balles de coten et a l'epoque ou il n'y avait pas d'autres moyens de voyager ils suivirent la ligne New-York au Havre a cause des passagers. C'etaient de grandes caisses a angles arrondis et leur greement des plus solides ne montrait que le strict necessaire."

Reproductions: Negative of the above painting owned by Peabody Museum, Salem, Massachusetts. "Old Ships and Ship Building Days of Medford," by Hall Gleason, page 36. "Ships and Shipping," Publication No. 9 of the Marine Research Society, page 253.

(*b*) Painting by —— Roux; owner, Marblehead Historical Society, Marblehead, Massachusetts. Reported but not verified. Not on display in Society's building.

8. Ship *Colchis* (1836):

Painting by Frederic Roux, dated December 11, 1839, size, 17″ x 23½″; owner, Samuel Lapham of Charleston, South Carolina.

Description: A three-masted ship crossing a royal on the mainmast only. Ship heading left, with jib, foretopsail, foretopgallant, maintopsail, maintopgallant and mizzentopsail set. Wind left to right. Four signal flags on foremast, forked pennant with word "*Colchis*" on mainmast, three signal flags on mizzen, American ensign at gaff. Hull black with two narrow and one wide gold bands. In middistance left, a sidewheel steamer with tall smoke-stack and

two schooner-rigged masts, heading right. In mid-distance right, stone quay with tower in three tiers, two square and top octagonal. On horizon, left, three sails; on horizon, right, a level-topped cliff with precipitous face looking left. Signed in lower right corner, "Frederic Roux Au Havre, 1839." Title in black band and gold letters below, "*Colchis*, Captain E. B. Knight, Leaving Port of Havre December 16, 1839." Painted with brush on back of mount:

FREDERIC ROUX
Hydrographie et Peintre du Marine
petit quai Notre Dame 13
au Havre
le 11 Decembre 1839

F. Roux (Signature in ink at 90°)

9. SHIP *Berlin* (1841):

No record of models or paintings located.

10. SHIP *Thomas H. Perkins* (1842):

(*a*) Reproduction of lithograph of San Francisco Harbor, 1846–47, in possession of Peabody Museum, Salem, Massachusetts. Number of vessels shown in foreground and indicated by key that one of them is this vessel. No identifying mark, and but for key might be any vessel.

(*b*) Colored reproduction in Marine Museum, Old State House, Boston, Massachusetts. Reported but not verified.

11. BARQUE *Aukland* (1842):

No record of models or paintings located.

12. SHIP *Dolphin* (1846):

No record of models or paintings located.

13. SHIP *Beatrice* (1849):

No record of models or paintings located.

14. SHIP *Argonaut* (1849):

Painting by unknown Chinese artist; owner unknown; negative in possession of Essex Institute, Salem, Massachusetts.

Note: The late Senator Henry Cabot Lodge stated in his memoirs that he owned a painting of this ship by a Chinese

artist, but the secretary of the present Senator Henry Cabot Lodge, Jr., advises that it is not today in his possession.

Description: A three-master crossing royals on all masts. Ship heading right, with forestaysail, jib and flying jib set, foretopsail, topgallant and royal, mainsail, maintopsail, topgallant and royal, mizzenmainsail, topsail, topgallant, royal and spanker set, American flag at gaff. Wind left front to right rear. In middle distance, right, a full-rigged ship with ports in hull, under full sail, headed right; mid-distance, left, a three-masted junk quartering to right rear. Right horizon, two sails; left horizon, four sails.

Reproduction: Howe and Matthews, "American Clipper Ships," page 32.

15. Ship *Gentoo* (1850):

No record of models or paintings located.

16. Ship *Union* (1850):

Painting by unknown artist. Owner: formerly owned by Mr. Williams of Franklin Street, Boston (deceased); present owner and location unknown. Negative of this painting owned by Mr. G. B. Brayton of Arlington, Massachusetts. Mr. Cunningham of the Marine Museum of the Old Boston State House reports that a painting of this ship (whether same painting as shown in negative is unknown) is owned by Francis B. Lothrop of Boston.

Description: A three-master crossing three royal yards seen stern on, quartering to right, with foresail, foretopsail, foretopgallant, maintopsail, maintopgallant, mizzentopsail and topgallant and spanker set. American flag at spanker gaff. Signal flag on main pole. Hull with white band and nine ports. Name "*Union* — Boston," on stern. In middle distance, right, a sloop close hauled, a sloop running before the wind, a ship under sail bow on, quartering left, a ship broadside at anchor. On right horizon, distant sail; on left horizon, miscellaneous two-masters, a hill crowned with houses (Beacon Hill, Boston?) and a two-master.

Reproductions: None located.

17. Bark *Georgianna* (1851):

No record of models or paintings located.

18. Steamer *Rajah Walla* (1851):

No record of models or paintings located.

19. Clipper Ship *Phantom* (1852):

(*a*) Painting by unknown artist; owner and location of original unknown. Negative of painting in possession of Mr. George Brayton of Arlington, Massachusetts. Painting was formerly owned by Mr. Bacon of Boston (deceased).

Description: A three-master crossing three royal yards, headed right with all sails set, except royals, crossjack and forestaysail. One signal flag on mainmast top, American flag at spanker gaff. Wind rear to front. In middle distance, right, two-masted schooner with jib, fore and mainsail set, headed right. On right horizon, lighthouse on rocky island; on left horizon, a brig, all sails set, approaching bow on, inclining to left.

Reproductions: Medford Historical Register, September, 1936. Howe and Matthews, "American Clipper Ships," page 468. Hall Gleason, "Old Ships and Ship Building Days of Medford," page 32.

(*b*) Painting by unknown artist; owner, formerly Mr. Bacon of Boston (deceased); present owner and location unknown. Negative owned by Mr. George Brayton of Arlington, Massachusetts.

Description: A three-master, heading right, crossing royals on all masts, with flying jib, foretopsail, maintopsail, mizzentopsail and spanker set. On right horizon, mountain chain with small junk in front of same. Wind left to right. American flag at monkey gaff.

Reproductions: None located.

20. Clipper Ship *Don Quixote* (1853):

(*a*) Builder's half-model of ship, 10" x 48", owned by Samuel Lapham of Charleston, South Carolina.

(*b*) Painting by unknown Chinese artist, size 18" x 24", owned by Samuel Lapham of Charleston, South Carolina.

Description: A three-master crossing a skysail on the mainmast only. Ship headed right, with forestaysail, jib, flying jib and jibtopsail, foremainsail, top, topgallant and royal, mainsail, maintop, topgallant royal and skysail, mizzentop, topgallant and royal and spanker set. American flag at spanker gaff, red pennant on mainmasthead. Hull black. Wind quarter right front to rear. In middle distance left, a mountain peak sloping to sea with sail in front of same. In middle distance right, a three-masted junk quartering to rear. On left horizon, two sails; on right horizon, three sails.

(*c*) Painting by unknown artist; owner and location unknown. Negative in possession of Essex Institute, Salem, Massachusetts.

Description: A three-master crossing royals on all masts. Ship headed right, with forestaysail and jib set; foremainsail, foretopsail, mainsail and maintopsail, mizzentopsail and spanker set. Wind front to rear as regards sails, right to left as regards waves; wave crests splashing against side of ship. American flag at spanker gaff. Horizon line only on right and left.

Reproductions: None located.

21. Clipper Ship *Nor'wester* (1854):

No painting located.

Builder's half-model in Boston Marine Museum.

Reproduction: Body, sheer and half-breadth plans figured in. C. C. Cutler, "Greyhounds of the Sea," page 546.

22. Clipper Ship *Sancho Panza* (1855):

(*a*) Painting by unknown artist; date unknown; present owner and location unknown. Negative in possession of Essex Institute, Salem, Massachusetts.

Description: A three-master crossing royals on all masts. Ship heading right, with forestaysail, jib, flying jib and jibtopsail set and all sails set on all yards of all masts except cross jack. In addition, the maintopmast staysail, the maintopgallantmast staysail, the main royal staysail and the mizzentopgallant staysail set. Wind front to rear. American flag at monkey gaff. In middle distance left, a ship, end on; in middle distance right, two square riggers at anchor. On left horizon, two sails; on right horizon, miscellaneous distant sails, ships and faint peaks. The name "*Sancho Panza*" painted on waves in foreground.

Reproductions: None located.

(*b*) Painting by unknown artist; date unknown, but notation given with reproduction states that painting shows her in a typhoon in January, 1861, in the China Sea. Present owner and location unknown. Negative in possession of Essex Institute, Salem, Massachusetts.

Description: A three-master crossing royals on all masts. Ship heading right, all sails furled, with deck awash and

bow emerging from sea. Large waves from right front vanishing into gloom at left rear. Two sea-birds fighting wind in foreground close to waves.

Reproductions: MEDFORD HISTORICAL REGISTER, September, 1936. Hall Gleason, "Old Ships and Ship Building Days of Medford," page 44.

23. SHIP *Magnet* (1856):

No record of models or paintings located.

The frontispiece, showing the ship COLCHIS, *is a reproduction never before published.*

TWO VOYAGES IN A MEDFORD-BUILT BRIG.

BY CAPTAIN CHARLES BREWER.

(*Edited by Charles S. Morgan.*)

THE REGISTER has published in the past several valuable articles on the history of shipbuilding in Medford, but comparatively little space has been given over to accounts of voyages of Medford ships, doubtless because so few such anecdotes are available today. The following account is an edition of Captain Brewer's own story of his experiences in the full-rigged brig *Palmer* of Boston.

The *Palmer*, a vessel of 308 ton gross, 277 ton net, was built in 1818 by the Medford firm of Sprague & James in their yard located at the foot of what is now Foster's Court, off Riverside Avenue. The brig was owned by Joseph Lee of Boston, who with his son, Joseph Lee, Jr., was a well-known shipowner of those early days. She was "a fine vessel in every respect" and was named for John Palmer, Esq., a British merchant in Calcutta. For several years she was operated in the pepper trade with the East Indies, and a thrilling account of her voyage to Sumatra in 1830 appears in Hall Gleason's "Old Ships and Ship Building Days of Medford" (MEDFORD HISTORICAL REGISTER, December, 1924). At the time of

the voyages described by Captain Brewer, the *Palmer* was under the command of one Captain Hall. And now, with this bit of background for our yarn, here is Captain Brewer's story as he wrote it over fifty years ago.

—C. S. M.

"In the year 1821, I obtained a berth as a green hand on board the brig *Palmer*, bound to Calcutta. My wages were five dollars a month and, perfectly satisfied with that, I commenced my sea-life like many another green hand, knowing nothing of the hardship in store for me.

"There was one other boy besides myself, whose name was Lapham. At the request of our parents we were put under the charge of Mr. Henry Lee, the supercargo. The sailors used to have an allowance of a glass of grog every day just before dinner, and an extra glass for Saturday night, with which to toast sweethearts and wives; we two boys received from Mr. Lee, in lieu of the grog, a bottle of good molasses every week.

"When going on deck in my middle watch at night, I most always carried my bottle of molasses and a ship's biscuit to eat during the watch. I always kept my bottle of molasses under the lower berth, and would often use some when the watch was over. One dark night during my watch on deck, I took some of the molasses directly from the bottle by tipping it and swallowing a little at a time; but something seemed to prevent it from flowing freely. I shook it several times before it would run, when to my surprise out came a dead mouse, with but little hair upon him; he was anything but an agreeable sight to look upon. I immediately put the mouse back into the bottle with the remaining molasses, corked him up tight so that he might float, and then threw it overboard. No doubt it was picked up by some passing boat during a calm, who hoped to find letters from loved ones at home, and who were probably disappointed enough to see only the remains of a dead mouse. It was a long time before I could relish any molasses after that experience. I had

had quite enough of that quality and concluded for the future I would take it pure and unadulterated, or go without.

"We left Boston with a good crew, with one exception, and that was a Scotchman who gave us a good deal of trouble. The first day out from Boston, the Scotchman ordered me to bring up the food from the forecastle; being a green hand, this was my duty to perform and I was perfectly aware of it. As I was going up the ladder with a 'kid' or 'tub' in my hands, from the forecastle, he gave me, as I stood upon the step, a heavy blow in my back and a kick, and told me to 'hurry up.' This act was so sudden and unexpected that I jumped from the two lower steps of the ladder down into the forecastle and clinched him around the neck. Just then four of the crew came to my assistance, but not before I had got one or two good blows at him. He was a very large and powerful fellow and would no doubt have hurt me seriously had it not been for the timely assistance of the three Boston boys.

"Our forecastle was below the deck (forward), which is a very old custom. There has been a great improvement for the comfort of sailors since those days. (In later years forecastles were built above decks, rather than below, thereby giving more light and fresh air. — *Editor's note.*)

"It was an old regulation that when the first evening watch went below they should be allowed till one bell, or a half-hour, in which to talk, then all must go to sleep. We boys generally improved the opportunity, but that did not always suit the Scotchman. One of the men had been telling a story which had been repeated over and over again, perhaps fifty times; the Scotchman did not like it and would often go on deck to get out of the way; but he had made himself so disagreeable that the sailors would often repeat it on purpose to annoy him. On our arrival at Calcutta, he took the first opportunity to run away, leaving some considerable amount of wages due him. We were all very glad when he left us.

"When off Madagascar our brig was struck by lightning, which caused the copper around the mainmast, and also near the maintop, and near the pumps, to melt and run down upon the pumps and mast like molasses. The sulphurous odor was very strong and suffocating in the cabin and main hold. We feared at first that there might be fire in the hold, so we broke out our [cargo] around the mast. There was a box stowed against the mainmast, and although the box and some of the cargo were much discolored there was no great damage done. On opening the box, it was found to contain books for the American Mission at Calcutta.

"When the lightning struck our vessel I was leaning against an iron bolt attached to one of the spars, and I was struck down upon the deck senseless, where I lay struggling until some of the crew raised me up and the shock passed off. Several of the crew were close by me when the vessel was struck, but I was the only one who felt the shock.

"There was a slight wind during the day, and squally. When off the island of Madagascar ships are very often liable to experience heavy gales and stormy weather. The climate of the island is generally pleasant in the North, but somewhat cool in the South during the winter months.

"We arrived safely at Calcutta and anchored at first in the river and afterwards near the banks of the river, and then I had my first view of a foreign country. It was very hot in Calcutta, and while discharging cargo I was stricken down with a sunstroke. They immediately carried me below and sent for a doctor who gave me some medicine, and I was all right again in a couple of days.

"We laid at the moorings five months, and afterwards two months at anchor in the river, making our stay at Calcutta seven months. There was considerable sickness among the crew during that time, but no deaths. I was in rather poor health for five months from attacks

of dysentery but was never unable to do some duty. During the seven months we were at Calcutta, Mr. Lee loaded several vessels for London and the United States, after which he loaded the *Palmer* with a return cargo of India goods for Boston. Our voyage to Calcutta and back was about sixteen months.

"I have no doubt my friends thought that this voyage of sixteen months would satisfy me, and that I would be glad to stay at home; but they were quite mistaken. After spending a couple of months at Jamaica Plain, visiting my mother and sisters, I was quite ready for sea again; so when the *Palmer* was ready for another voyage I again shipped on board of her and felt quite proud when I learned that my wages were to be raised from five to eight dollars a month. My friend Lapham also shipped on board the *Palmer* for his second voyage which made it very pleasant for me, for we were such good friends, and during our long voyage of sixteen months we had been very happy together.

"This second voyage in the *Palmer* was quite a short one, lasting only five months, as we only went to Liverpool and from there returned to Boston. The first officer was from Cape Cod and he proved to be a disagreeable man in many ways. He showed a marked difference in his treatment of young Lapham and myself. I soon began to notice that he gave me all the dirty and disagreeable work to do, and would send me aloft in bad and squally weather. Lapham, on the contrary, was very kindly treated—the easiest and cleanest work being always given him, and I noticed he was never sent aloft if I was around. I could not for some time understand why there should be so much difference and that I should have such hard usage, but after a while I learned the reason, which was that the first officer had been engaged to Lapham's sister for the last two years, so I suppose that it was quite natural that he should make it pleasant for the brother. But I think he might have done that without making it so uncomfortable for me. When Lapham and I parted

company by each going on different voyages, the owners of the *Palmer* offered me a position as second officer, but I did not feel myself competent, and I also thought myself too young for so responsible a position, so I declined. I arrived home in good health and felt I was well repaid by what I had gained in experience."

A RELIC OF THE REVOLUTION.

In December, 1937, the Society came into possession of a valuable relic of Revolutionary War days, an ancient door, believed to be about two hundred years old, which was donated to the Society by Mr. Edwin E. Stevens of North Street, Medford Hillside, in accordance with the wish of its previous owner, the late Miss Mary Barrett, who for years made her home at 47 Harvard Avenue, West Medford.

The door came from the front entrance of the birthplace of her father, Charles M. Barrett, Concord, Massachusetts. Mr. Barrett lived the most of his life in a house on the present location of Brentwood Court Apartments, High Street, West Medford. He was a prominent hide and tallow dealer in Boston. For years, as a side issue, he operated a market garden between Bowers Street, the Boston and Maine Railroad, Arlington Street and the location of the present West Medford fire station on Harvard Avenue.

Before Miss Barrett passed away, Mr. Frank W. Lovering of the Society suggested that the heirloom be given the Society for preservation. Miss Barrett gladly adopted the suggestion. Upon settlement of the estate after Miss Barrett's death in 1936, the door was turned over to Mr. Lovering by Mr. Stevens, the executor.

It is typically Colonial, with interesting hand-wrought hinges and latch. The panelling was originally exquisitely done, but long years of existence have weathered and cracked it.

SUBSIDIZING HISTORY.

Copies of Brooks' History of Medford are scarce and treasured by the owners. In relation to the handicaps under which a historian works and to again justify the statement that "history repeats," the following is quoted from the report of the selectmen of Medford, covering the period from February 15, 1855, to February 15, 1866:

> At the last meeting of the town, the selectmen were instructed to advance the reverend author $100, to aid him in compiling said history; also subscribe for one hundred copies of the same for use of the town. [All of which was done.]
>
> Subsequently, the selectmen, with the Rev. Charles Brooks, were made a committee to make gratuitous distribution of the copies of said history, belonging to the town, as they should deem proper. The said committee have received the one hundred copies subscribed for, and have distributed fifty-five copies to various persons and towns and institutions, leaving forty-five copies now in possession of the town for future use and distribution.

When James M. Usher issued his revised edition of the history, according to the records he also was given financial aid, and it is even stated that a vault had to be provided for the surplus copies for which the town subscribed.

It is probable that whenever somebody becomes ambitious enough to further revise the history of Medford financial aid will be again required from the city fathers.

—TEE-EM-SEE.

THE MYSTIC.

Where once the river's depth
Might float a craft of goodly draft,
The silt of years now shallows it,
And banks encroach upon its winding course.
The docks have passed for ships that have no need;
Of launching ways we find no trace;
The grass o'er-grows the place where keels were laid,
And only phantom ships put down the stream to sea.

—THOMAS M. CONNELL.

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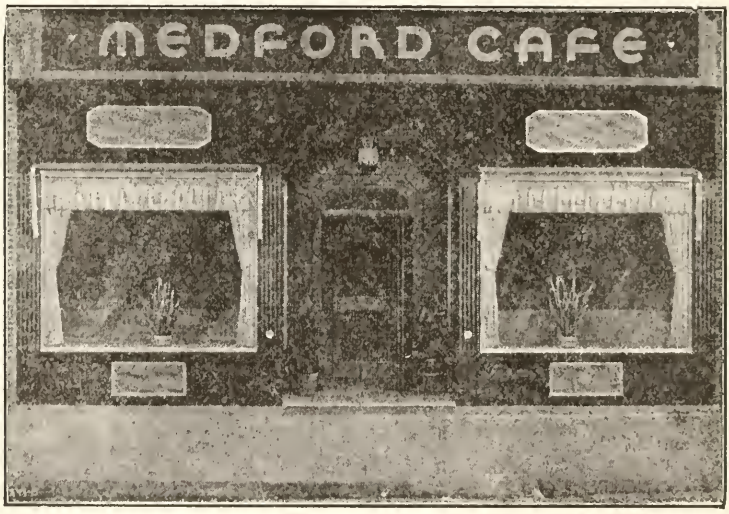

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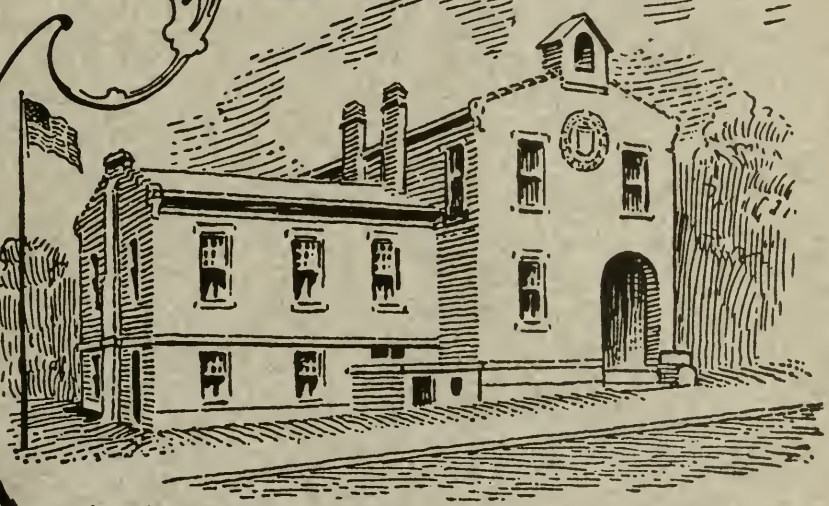

June, 1938

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MEDFORD HISTORICAL SOCIETY

MEDFORD, MASSACHUSETTS

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JAMES OTIS CURTIS

The Medford Historical Register.

VOL. XLI. JUNE, 1938. No. 2.

JAMES OTIS CURTIS, SHIPBUILDER OF MEDFORD.

BY HALL GLEASON.

[Presented before the Universalist Historical Society, at the Crane Chapel, Tufts College, May 24, 1938.]

SHIPBUILDING had occupied an important part in the economic life of Massachusetts from the earliest times. This sterile strip of country, hemmed in by an unsettled wilderness, was bordered by the sea, which, like "a stern but friendly jailer," offered a means to enlarge the scanty production of the land, and to exchange the staple products for the manufactures of Europe, necessary for their existence. Within a mile of the spot which two hundred years later was the shipyard of James O. Curtis, Gov. John Winthrop built the *Blessing of the Bay*, on the Mystic River, in 1631. Ten years after Governor Winthrop launched his vessel, shipbuilding was begun in the Plymouth Colony, on the North River, between Scituate and Marshfield, which has been called the cradle of American shipbuilding. Here, by the record, in 1641 eight or nine men "subscribed for one-eighth or one-sixteenth portion of a ship." At Scituate, within sound of hammer and adze of the ship carpenters, James O. Curtis was born November 1, 1804, the oldest son of James and Desire Otis Curtis. Mrs. Curtis was a daughter of Capt. Noah and Phœbe Otis.

Shipbuilding was not established on the Mystic until over one hundred and sixty years later, in 1803, by Thatcher Magoun, where it increased at a rapid rate from its facilities for procuring timber, first from the adjoining forest and later from New Hampshire via the

Middlesex Canal. Medford, therefore, offered great opportunities for youths like James Curtis, to whom shipbuilding was an inherited tendency or tradition. To Medford he came, in 1820, to serve an apprenticeship with Thatcher Magoun. Six years later James O. Curtis married Adeline Wait. They had two children: a son, George, and a daughter, Mary Genette, who died young.

A few years after he had completed his apprenticeship James Curtis with others started a business of shipbuilding in the yard of Thatcher Magoun, in 1834,* at the foot of Park Street, under the name of Curtis & Co. Here they built the ship *Luconia* of five hundred fifty tons, and in 1835 the ship *Denmark*. In 1836 the company was dissolved and Curtis formed a partnership with his kinsman Paul Curtis. In that year the ships *Claudius* and *Parthenon* were launched.

The following year the ship *Columbianna* of six hundred thirty tons was built, the largest vessel of that time. An incident of her career is found in the newspapers of the day. In December, 1839, there occurred one of the most disastrous storms on record, in which more than ninety vessels were lost and nearly two hundred dismasted and driven ashore. The *Columbianna* was at Charlestown, partly loaded with ice, when she broke her moorings and was driven through the old Charlestown Bridge and demolished part of the Warren Bridge before she could be brought under control by the mate, who took the wheel and succeeded in guiding her into an adjoining wharf. In the next two years the Curtis firm built three vessels of about six hundred tons. Then the partnership was dissolved, and James Curtis laid out a yard of his own, about four hundred fifty yards below the Cradock Bridge, near the site of the new city garage, where, from 1639 to 1851, thirty-four vessels were built

* This was the time that Thatcher Magoun, having made a fortune, retired from the active business of shipbuilding and erected his home, now the Medford Public Library. — *R. D. C.*

and launched. At the time the Curtis firm started their business there had been a great improvement in the design of ships, which greatly increased their speed. The Medford builders, says Morison, had evolved a new type of four hundred fifty tons burthen, which, handled by eighteen officers and men, would carry half as much freight as a British East Indiaman of fifteen hundred tons with a crew of one hundred twenty-five, and sail half again as fast.

A new factor was introduced into ship design in 1850, from the discovery of gold in California, and in order to transport supplies to the miners in the shortest possible time, these ships were designed primarily for speed. The Medford builders were well adapted for the development of this type of vessel. The largest ships of that time were built here, and having ten shipyards within a distance of a mile helped to systematize the industry. In 1845 "one-quarter of the shipbuilders in the Commonwealth were employed in this town, and built nearly one-quarter of the ships constructed in the State, one-third of the tonnage and one-half the value of the whole." The California clippers of 1850 had been still further developed for speed by a longer and sharper shape both forward and aft, which enabled them to sail much closer to the wind. Several of Donald McKay's ships made faster records from Eastern ports to San Francisco than any of those built at Medford. The fastest passage was made by McKay's *Flying Cloud*, which made the trip twice from New York to San Francisco in eighty-nine days, although of all the ships built in the nation to 1857, from Captain Clark's tabulation, a greater proportion of the ships built at Medford held records of one hundred ten days or less to California.

James O. Curtis was the first to build ships on this model in Medford, and he launched eleven in all. Three of these made records of one hundred five days to San Francisco and several made the fastest recorded time from South America and China. In 1850 he launched

the *Shooting Star*, and the next year the *Telegraph*. The *Shooting Star*, although the first of the eleven built, was one of the fastest. On her first voyage to San Francisco, in 1852, she made the passage in one hundred five days, one of ten to make the trip in that time or less up to that year. She also made a record of thirty-five days from San Francisco to Shanghai, and from Canton to Boston in eighty-six days. The *Telegraph* is credited with a record of one hundred nine days from Boston to San Francisco. After her were launched the clippers *Onward*, *Star of the Union*, *Whirlwind*, *Competitor*, *Wild Ranger*, *Eagle Wing*, *Ocean Express* of seventeen hundred tons, the largest ship built in Medford, the *Ocean Telegraph*, and the *Flying Mist*, launched in 1856, the last vessel of this type built in Medford.

The *Ocean Telegraph* is described as an extreme clipper ship of fourteen hundred ninety-five tons, built for Reed, Wade & Co. of Boston. "No expense was spared to make her one of the most perfect and beautiful ships ever built. The bow raked boldly forward, flaring gracefully, and was ornamented with a beautiful carved female figure, with forks of lightning playing around. She was very sharp, with a long clean run, tapering like a pilot boat. Her light and graceful stern was ornamented with carved work surrounding a figure of Neptune. She had a fine sheer, and every line and moulding of her whole length harmonized. She made five passages from San Francisco to New York, of which four were under one hundred days. Portions of these runs were very close to record. Fastest outward passage to San Francisco, one hundred five days, twenty hours. Fastest return passage, ninety days. In 1855 she made the run from Callao to New York in fifty-eight days, believed to be the fastest on record. She was sold to James Baines & Co. of London, for £7,060 and renamed *Light Brigade*."

After the gold rush was over, clipper ships of the extreme type ceased to be built, owing to their limited cargo capacity. They were used for a time in the tea

trade, from the Orient to Europe and America, where their speed gave them an advantage, as tea deteriorates rapidly at sea. Thereafter a modified form of this type of vessel was constructed, with fuller body and greater cargo capacity. Twenty-four of these ships were built by Mr. Curtis after 1856, the *Cashmere*, launched in 1869, for Mr. Henry Hastings of West Medford, being the last. A brief account of her history is given in the Henry Hastings Room in the Old State House — as follows:

First voyage, Capt. S. K. Kingman, sailed from Boston July 3d. 1869, for Batavia, where she arrived Oct. 11, '69. Passage 100 days. This ship was changed into a bark in 1881. She encountered a typhoon in Van Dieman's Straits Sept. 12, 1885, and the seas, after all the masts were cut away, broke over her constantly, and about midnight on the 12th Capt. Alex^r. Nicolls and the 1^st. and 2^nd. mates were washed overboard and lost. Only one boat was saved; a part of the crew started for land, the remainder stayed by the ship for nine days, when they managed to make a raft of some broken spars and deck planks. When they left the vessel all the stores and provisions had been washed overboard with the exception of some pilot bread and a barrel of vinegar. The water tanks on deck were washed away, and many holes cut in the main iron tank, allowing the salt water to enter, thus spoiling the fresh water. Had it not been for the vinegar and pilot bread they would have starved. The crew, however, managed to reach shore, and after many days of hardship arrived in Nagasaki, Japan. Owing to the vessel being loaded with oil in cases the ship did not sink although full of water, the air in the cans being sufficient to keep her afloat. The United States naval ship at Nagasaki at that time left for the wreck after learning of the disaster, but did not find her.

Mr. Curtis retired from shipbuilding after the launching of the *Cashmere*. In the thirty-four years of his business career, from 1834 to 1869, two vessels were built by the Curtis Company, six by Paul and James O. Curtis, and seventy-eight by James O. Curtis — eighty-six in all.

After the dissolution of the Curtis firm in 1839, Paul Curtis established a shipyard below Winthrop Street on the north side of the Mystic River. The Winthrop Street bridge was not then constructed and the street was a lane leading from High Street to his yard. Here he built

twenty-six vessels, of which the clipper ship *Courser* was the most noteworthy, having a record of one hundred eight days from Boston to San Francisco, and from the Cape of Good Hope to Sandy Hook in thirty-eight days, the record to that time. He removed his shipyard to Chelsea in 1852, where he built the *Witchcraft*, which made the passage from New York to San Francisco in ninety-seven days. Paul and James Curtis had started business at an important epoch in shipbuilding and contributed their full share in this important phase in the economic development of the nation.

Soon after 1870 James O. Curtis was made president of the Monument National Bank, at Thompson Square, Charlestown, and remained its president until his death. He, with Daniel A. Gleason, Luther Farwell and others, in 1869 organized the Medford Savings Bank, of which Mr. Curtis served as one of the trustees for many years.

Unfortunately, it has been impossible to find any person of James O. Curtis' time who knew him well. I myself knew him as well as a boy can know a man sixty years older than himself, meeting him frequently when he used to drive up with his horse and buggy to our house to see my father, who was associated with him in the Medford Savings Bank. He had the quiet, gentle bearing possessed by so many sea captains and builders, a kindly, genial manner and personal charm.

Besides his active business interests in Medford he was public spirited in regard to the welfare of the town, and occupied many positions of trust, contributing generously with his time and wealth. It was typical of him that in 1850, at a time when shipbuilding was so stimulated from the demand for California clippers, Curtis' name is found on the board of the School Committee of Medford. A brick schoolhouse now stands in his memory, within a quarter of a mile from where he launched his first ship over one hundred years ago. He served many years on the Board of Selectmen of the town, of which he was chairman for a portion of the time, and served

one term as representative of the town to the General Court of Massachusetts. He was one of the corporation of the Spot Pond Water Company, to which was granted a charter by the General Court on May 4, 1867, and by deed of sale transferred to Melrose, Malden and Medford in 1869 for a water supply, when Curtis served on the first board of water commissioners of Medford.

Another deep interest in his life was seen in his organization of the First Universalist Society in Medford in 1831. Of this Rev. Hosea Ballou was one of the first ministers. Mr. Curtis also became one of the proprietors of the Second Society of Universalists of Boston, in 1872, and continued his connection with that society as proprietor and pewholder until his death. With other members of Universalist Church societies he was active in founding Tufts College, which it had been decided to locate close to his home in Medford, and which was named for a descendant of one of its prominent families. While he lived he was untiring in promoting the welfare and success of the college. The devotion of Mr. Curtis, united to that of others, was largely responsible for the position it now occupies among the educational institutions of the country. This college, in common with a large proportion of the older universities in the country, had been founded by a religious denomination, in this case by the Universalist Church societies, to whom belongs the honor for its foundation and the credit of making up the deficit in annual expenses in the first years of its existence. The Universalist Historical Society can take pride in their efforts and in perpetuating their achievements, although like other colleges in the country, it is now wholly non-sectarian in its character.

James O. Curtis died on March 3, 1890, in the eighty-sixth year of his age. With the exception of A. A. Miner, D. D., he had given a longer continuous service as trustee than any other member of that board, where his extended business and banking experience made his services of especial value in deciding questions regarding

the financial policy of the college. The trustees of Tufts College, on the occasion of his death, gave the following testimonial of his life and services: —

> . . . . he was deeply interested in the establishment and growth of the college and never wavered in his devotion to it. His councils in the board were marked by breadth of view and earnestness of conviction. So long as his health permitted, he was not only punctual in his attendance upon the meetings of the trustees, but gave a large share of his time ungrudgingly to the business interests of the corporation. The trustees feel that in his death they have lost a valued associate and the college one of its oldest, most steadfast and faithful friends.

He lies buried in his family lot on Sylvan Path, Mount Auburn Cemetery. His life covered a span of years longer than is allotted to many, and was filled with usefulness and achievement.

A LINCOLN MANUSCRIPT IN MEDFORD.

The oldest parish in Medford, First Parish, Unitarian, before the doors of whose third meeting-house rode Paul Revere in 1775, and George Washington in 1789, has again witnessed an historic event of great moment — the exhibition of one of the most important of all original Lincoln manuscripts.

On Sunday morning, February 6, 1938, following the regular service, there was shown under glass at the front of the church the three-page autobiography written in December, 1859, and telling, in typically Lincolnian style, of his life, origin, and appearance.

This was the first and most characteristic of the three existing autobiographical sketches of Lincoln, and the only one written prior to his nomination.

Cherished from generation to generation, the precious manuscript is now owned by the Rev. Robert Dale Richardson, pastor of the Unitarian Church, and his mother, Mrs. E. L. Richardson of Milwaukee, Wisconsin.

It was Mr. Richardson's great-grandfather, his mother's maternal grandfather, the Hon. Jesse W. Fell, an attorney of Bloomington, Illinois, and a personal friend and admirer of Lincoln, who persuaded the latter to write out for him a brief story of his life. This history was used to acquaint the East with the man Lincoln, and did much to secure for him the Republican nomination for President in 1860 against Seward, his most formidable rival.

Mr. Fell, a native of Pennsylvania, had gone West as a young man, but always kept in touch with his Eastern friends by frequent visits and letters. It was while on a trip through the New England States, New York, New Jersey, Pennsylvania, Ohio, Michigan, and Indiana in 1858, that he was often questioned about Lincoln, who was then engaged in the famous debates with Stephen A. Douglas, which Mr. Fell himself had instigated.

The idea began to grow in the mind of Mr. Fell that his friend Lincoln was possible presidential material. On returning to Bloomington, Mr. Fell proposed to Lincoln that he run for the presidency in 1860, and urged him to prepare an autobiographical sketch to be used in his behalf. But it was not until December in 1859 that Lincoln, with growing convictions, complied with this request.

For many years Lincoln had been a regular guest and visitor at the Fell home. There was a walnut desk in that home where he often sat to write, and at which, family tradition says, Lincoln wrote the autobiography.

The desk itself has survived in fine condition and now stands in the busy study of the Medford pastor who owns the autobiography — perhaps in the very room where Parson Osgood noted in his diary the visit of Washington, for Parson Osgood kept a diary for almost half a century, and built, in 1785, the parsonage that houses today the desk of Lincoln.

Immediately on receiving the manuscript, Mr. Fell sent it to his old friend, Joseph J. Lewis of Westchester,

Pennsylvania, whose wise and wide circulation of it there and throughout the East, as stated before, was of great importance in securing Lincoln's nomination for the presidency.

On Lincoln's Birthday, February 12, the manuscript was shown by Mr. Richardson at the headquarters of the American Unitarian Association on Beacon Street, Boston. These are the only public showings of the manuscript with one exception. About ten years ago, during Mr. Richardson's pastorate in Keokuk, Iowa, he showed it at his church.

But now Mr. Richardson and his family feel that the time has come when this manuscript, their most cherished possession for many years, should belong to the nation which holds Abraham Lincoln and everything of his so close to its heart. Consequently, some time later, the manuscript will be formally presented to the Library of Congress at Washington, where it will take its place among the half-dozen most valuable papers of the country.

—GLADYS N. HOOVER.

THE MANUSCRIPT.

I was born Feb. 12, 1809, in Hardin county, Kentucky. My parents were both born in Virginia, of undistinguished families, second families, perhaps I should say. My mother, who died in my 10th year, was of a family of the name of Hanks, some of whom now reside in Adams, and others in Macon counties, Illinois. My paternal grandfather, Abraham Lincoln, emigrated from Rockingham county, Virginia, to Kentucky about 1781 or 2, where, a year or two later, he was killed by Indians, not in battle, but by stealth, when he was laboring to open a farm in the forest. His ancestors, who were Quakers, went to Virginia from Berks county, Pennsylvania. An effort to identify them with the New England family of the same name, ended in nothing more definite than a similarity of Christian names in both families, such as Enoch, Levi, Mordecai, Solomon, Abraham and the like.

My father, at the death of his father, was but 6 years of age, and he grew up, literally without education. He removed from Kentucky to what is now Spencer county, Indiana, in my eighth year. We reached our new home about the time the state came into the

Union. It was a wild region, with many bears and other wild animals still in the woods. There I grew up. There were some schools, so called, but no qualification was ever required of a teacher, beyond "readin', writin' and cipherin', to the Rule of Three." If a straggler supposed to understand Latin happened to sojourn in the neighborhood, he was looked upon as a wizard. There was absolutely nothing to excite ambition for education. Of course when I came of age I did not know much. Still somehow, I could read, write and cipher to the Rule of Three, but that was all. I have not been to school since. The little advance I now have upon this store of education I have picked up from time to time under the pressure of necessity.

I was raised to farm work, which I continued till I was twenty-two. At twenty-one I came to Illinois, and passed the first year in New Salem, at that time in Sangamon, now in Menard county, where I remained a year as a sort of clerk in a store. Then came the Black Hawk war, and I was elected a Captain of volunteers; a success which gave me more pleasure than any I have had since. I went through the campaign, was elected, ran for the Legislature the same year (1832) and was beaten — the only time I ever have been beaten by the people. The next, and three succeeding biennial elections I was elected to the Legislature. I was not a candidate afterwards. During this Legislative period I had studied law, and removed to Springfield to practice it. In 1846 I was elected to the lower House of Congress. Was not a candidate for re-election. From 1849 to 1854, both inclusive, practised law more assiduously than ever before. Always a whig in politics, and generally on the whig electoral ticket, making active canvasses. I was losing interest in politics, when the repeal of the Missouri Compromise aroused me again. What I have done since then is pretty well known.

If any personal description of me is thought desirable, it may be said, I am in height, six feet, four inches, nearly; lean in flesh, weighing on an average, one hundred and eighty pounds; dark complexion, with coarse black hair, and grey eyes. No other marks or brands recollected.

Yours very truly,
A. Lincoln.

BRONZE TABLET ON SITE OF MAGOUN COUNTING-HOUSE.

A bronze tablet commemorating the memory, sturdy character and accomplishments of Thatcher Magoun, the famous ship-designer, builder and merchant, was placed

by his descendants recently on the building at 60 State Street, Boston, the site occupied by his counting-house for many years prior to the erection of the present building.

The tablet reads as follows: "On this site stood the counting-house of Thatcher Magoun, 1775-1856, ship-designer, builder and merchant, founder of the house of Thatcher Magoun & Son. Continued by his son and grandson of the same name, whose great fleet of sailing ships carried their house flag and fame of Boston throughout the seven seas from 1833 to 1886."

Thatcher Magoun, I, according to Mr. Hollis French, well-known consulting engineer who designed the tablet, was born in Scituate on Bunker Hill Day, and was of the fifth generation from his original Scotch ancestors. As a youth he was attracted by ships, and after serving seven years of apprenticeship and study as a shipbuilder he opened a shipyard on the Mystic River and thus founded the great shipbuilding industry of Medford that lasted from 1802 to 1873, during which period five hundred sixty-seven vessels were launched.

Thatcher Magoun, himself, prior to 1836, designed and built eighty-four vessels, a record probably never exceeded by any shipbuilder.

In 1836, having formed the firm of Thatcher Magoun & Son, he leased his yard and entered the world trade with a modest fleet of vessels, which he increased until his firm had upwards of fifty sailing ships, and his house flag was carried by them into all the great ports of the world.

Upon his death in 1856 he left the business to his son, Thatcher, II, who carried it on until his death in 1883. Thatcher Magoun, III, carried on the business for a few years longer.

At the top of the tablet in low relief is a reproduction of the Magoun house flag. At the bottom there is a relief of *The Thatcher Magoun*, his most famous clipper.

— *State Street News.*

REV. DAVID OSGOOD, D. D.

1747-1822 — H. C. 1771.

Something more than fifty years ago my father took me with him to call on his old pastor (whose name has escaped me), a retired Unitarian minister of great prominence in his prime.

They discussed Rev. David Osgood, D. D., the famous old Medford minister of the First Church, whom the old gentleman remembered very vividly, and he told us many yarns about him that showed him to be a dictatorial, positive old fellow, who ruled his parishioners, which meant the entire population of the town, with a hand of iron.

It seems he dictated to the divinity students at Harvard, too, calling on them occasionally to attend or to aid in the conduct of services in Medford, and considering he did them a great honor in so doing.

At one time a number of the citizens of Medford decided, on the quiet, that they would have another church, and a group got together to discuss it. Dr. Osgood heard of it and appeared at the meeting, told them there would be no other church formed, and sent them all home.

Again, a friendly dog came trotting up the aisle during the services, rather, perhaps, to the amusement of the doctor's parishioners. He stopped his sermon and said, "Must I, a minister of God, come down from my pulpit and drive that dog out?"

After services John Brooks always waited on the doctor when he came from the pulpit, and took him home to dinner. The doctor neither knew nor cared anything about music, but John Brooks did, and one time he led the choir. One Sunday the choir got badly out of time and Governor Brooks turned a little towards them and tried to get them together by beating time with his finger for a minute. After the final "Amen," Governor Brooks, rather than face Dr. Osgood's wrath, started to hurry out of church, but the doctor called after him from the pulpit,

"John Brooks, I'll have you understand you are not to interfere with my services, even if you are governor of Massachusetts."

A great-great-great-aunt of mine was the sister-in-law of Dr. Osgood, and I have two old portraits of Mr. and Mrs. Jacob Osgood.

Dr. Osgood's wife was Hannah Breed, and they had two daughters named Lucy. The first died as an infant; the second died in 1862, unmarried.

— LEONARD TUFTS.

THE DATE OF THE PETER TUFTS HOUSE.

Historical Medford was shocked some twenty years ago by the heresy that denied the connection of the "Cradock" house with Matthew Cradock and questioned the date of its erection in 1634. Medford's proud boast of having the oldest brick house in America was shattered in a moment. Since that time controversy has still persisted in a mild protest and the question of the actual date of erection has been more or less unsettled.

A few years ago the Society for the Preservation of New England Antiquities, which now owns the Peter Tufts house, found a deposition which they have accepted as a final solution of the problem. This has, however, not been printed before in the REGISTER. It reads as follows: —

> Deposition of Josias Wood in Middlesex County Court, reference to which can be found in Wyman's *Index*, at 9 Ashburton Place. This was one of the papers in the case of James Tufts, son of Peter and Elizabeth Wells, in which Josias, aged thirty-three, deposes that he was employed the preceding summer in building the new house and barn of Goodman Tufts (*i. e.*, Peter). This deposition was made in the winter of 1668-69, so the building was under construction in 1668.

It is barely possible that this deposition might apply to some other building than the old brick mansion. Tradition holds that Peter Tufts built the old house on Salem Street, near Cross Street, for his son. Until new

investigations, however, find something more convincing, this deposition may be taken as the definite date of the erection of the Peter Tufts house.

—RUTH D. COOLIDGE.

A SIGN OF GOD'S MERCY.

At Exeter, New Hampshire, on the grounds of the Academy Inn, stands a flagstaff to which is rigged a spar from the clipper ship *Sunbeam*, of which Captain John Chadwick of that town had been master. This spar is the relic of a perilous adventure, and how it found its unique resting-place was told briefly some months ago in the Boston *Sunday Post:*

"Captain Chadwick, it seems, was sailing his good ship *Sunbeam*, Boston-built, from Peru to Chile, back in 1870, when a careless sailor dropped a lighted candle into a hold containing tons of saltpeter. There was an explosion, and within twenty minutes the ship had disappeared beneath the waves.

"But in that twenty minutes things happened. Fierce explosions and bursting flames drove the crew forward and overboard. Captain Chadwick, with his fourteen-year-old son, Alfred, had taken refuge in the fore-rigging, preparatory to leaping into the sea.

"When some of the sail halyards burned off a small spar fell into the rigging near the captain and he, seeing in that spar their one hope of safety, ordered a seaman to launch it overboard. When all hope of saving the ship was gone, Captain Chadwick took his young son and leaped into the sea, committing themselves to God's mercy. To that slight spar they clung until help came, in the person of a New Bedford Captain Atherton, who, luckily enough, was on the horizon looking for whales.

"Captain Chadwick brought that spar all the way home with him and mounted it on his flagstaff in his own backyard. After his death, in fairly recent years, the captain's house was used as the first Academy Inn. The

new Academy Inn was built on its site, and there still, as a sign of God's mercy, stands the flagpole and the spar.

"In that most excellent hostelry now there is a special place apart called "The Chadwick Room," looking out to the lawn where stands the mast and spar. In the room are mementoes of the captain; his great sea-chest, brass-bound, of camphor-wood, with decorative brass inlays, whose top opens down and forms a desk, neatly set with small drawers.

"There is a carved wooden model of the *Sunbeam*, his compass and his sextant, a carved war-club, four-feet long, from the South Seas, and a walking-stick, carved with two snakes and two lizards. And on the wall there is a large picture of the burning *Sunbeam*, painted by Marshall Johnson."

Hall Gleason's carefully compiled list of Medford-built ships, published in the REGISTER during 1929, records in the December issue of that year that a ship *Sunbeam*, 843 tons, was built in 1845 by Paul Curtis. She was owned by Augustus Hemenway, who sold her in March, 1861. Later, she sailed under British registry and was wrecked in December, 1879. The *Post's* data concerning Captain Chadwick's *Sunbeam* does not tally with this description. Mr. Gleason's dependable accuracy, however, permits the conjecture that two ships bore the same name contemporaneously or that the writer of the *Post* story was not correctly informed.

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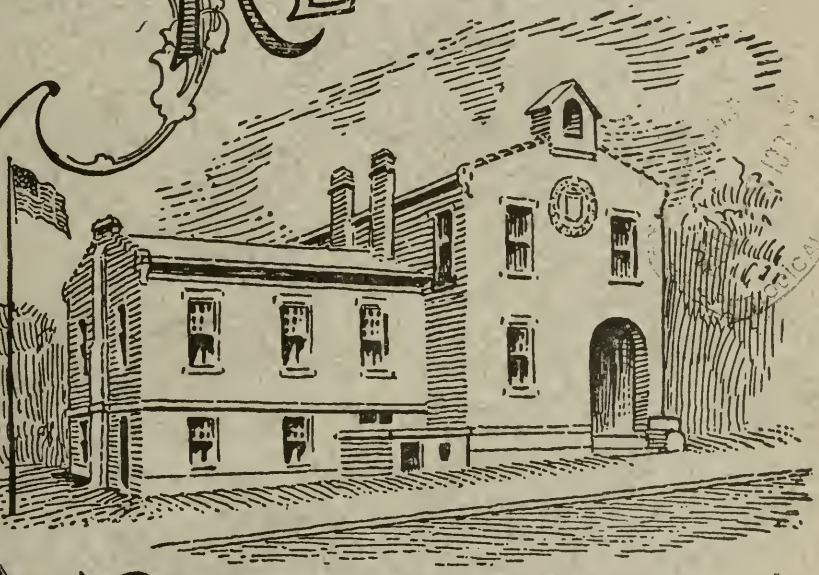

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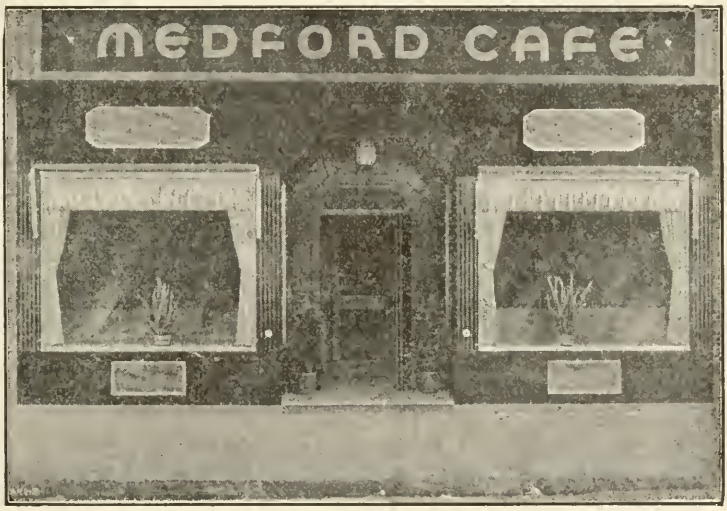

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The Medford Historical Register.

VOL. XLI. SEPTEMBER, 1938. No. 3.

SIMON TUFTS THE THIRD, MERCHANT OF INDIA.

BY RUTH DAME COOLIDGE.

FOR MANY YEARS my attention has been drawn to the inscriptions on an old tombstone in the first burying-ground of Medford. It stands with its back to Salem Street, close to the gate, against the stone wall. Probably the feet of Medford's present generation pass every day over the ashes of its sleeping worthies, for most of the tombs by the wall extend beneath the sidewalk. This is the legend on its face:

The family tomb of Simon Tufts Esq.
First Physician of Medford.
He died 3 Jan. 1747 aged 47 ys.

Simon Tufts Esq. F. M. S. his son & successor, who died 3 Dec. 1786 aged 60.
Both eminent in their profession; just towards man, & devout towards God.
Abigail Smith, his mother, died 1790 aged 90 y's.
Lucy Dudley, his first wife, 1768—41 y's.
Elizabeth Hall, second do. 30 Aug. 1830, 87 y's 3 mo's.
Simon Tufts A. M. Oldest son at Cape Good Hope in 1802 Aged 52 y's.
Hall Tufts A. M. 4th son at Surinam, 19 July 1801 Aged 26 y's.
Cotton Tufts A. M. ob 12 Feb. 1835 Ae. 63.
Turell Tufts Esq. Ob June 9, 1842 Aged 72.

Three generations of an old Medford family here outline a personal history of Medford for a century and a half. The two physicians named Simon Tufts practiced their profession in Colonial and Revolutionary days. The peculiar interest of the stone, however, lies more in the evidence it presents of the dispersal of Medford's sons across the seas.

The Mystic may, of course, be to blame. The river brought the colonists here in the first place, with its

highway into the interior, its abundance of fish and marsh hay, its possibilities of shipbuilding. Even in this month of October, 1938, two span of horses were harvesting the salt grass by the river inlets, and shipbuilding still survives.

Much more compelling was the influence of the river on the lives of the townspeople in the earlier history of the town. Peter Tufts had settled by the Mystic, in 1678, with the building of the brick house so long called the Cradock House. He married as his second wife Mary Cotton, the daughter of the Rev. Seaborn Cotton. As his first wife, Dorothy Bradstreet, was daughter of Governor Simon Bradstreet and Ann Dudley, the first New England poetess, the children of Peter Tufts were blessed with illustrious ancestry.

Simon Tufts, son of Peter and Mary, born in the year 1700, is the first name on this tombstone. He was Medford's first physician and lived in Medford Square. His son, Simon the second, followed in his steps, or rather, perhaps, in his horse's steps, for the two doctors must have gone on horseback over the countryside, their saddlebags packed with herbs and surgical instruments of mediæval torture. The position of both men as physicians to the community has been covered by Dr. Charles M. Green in an early number of the REGISTER (Vol. I, No. 4). As my story is with the third generation of Simon Tufts, I will touch here only on the phases of his father's life that were to bear on the development of Simon the third and his brother Turell.

In Simon's boyhood the two dominant influences must have been the river and the Revolution. His father, Dr. Simon Tufts, tended the wounded brought from Bunker Hill to Medford, loaned money for bounties, and was bound in close friendship with Isaac Royall, the agent of whose estate he became, and with General John Brooks, whose home was close to that of the doctor, on the site of the present Medford Savings Bank. The name of Tufts, in the list of Minutemen who marched to

Lexington, outnumbers that of any other family. Young Simon, however, though of age, does not seem to have served in the Revolution.

The river must have absorbed his life. The main Medford wharf was just below Cradock Bridge, where Leahy's store now stands, and the boy, leaning over the bridge, might have seen sloops and schooners discharging molasses and sugarcane from the West Indies, and loading with dried fish, pickled mackerel, bass, and alewives, destined for the humble fare of West Indian slaves. The byproducts of the countryside, too, trundled to Medford in oxcarts, supplied the West Indies with barreled beef and pork, hewn lumber, bowls, buckets, brooms, and the handicraft born of long winter evenings. At Surinam fish and lumber were exchanged for the products of the Dutch East Indies, so that in a roundabout way the products of the East came to Medford. In the days of the Revolution at least one prize found its way up the Mystic, bearing a varied cargo that even included ostrich plumes. The Hessians, who were spending the winter of 1777–78 on the slopes of Winter Hill, came down with rejoicing to buy the Rhenish wines of their own country brought in with this prize. Benjamin Hall, father-in-law of Simon's sister Lucy, was probably the first among Medford merchants. His distilleries stood near the river, and he also kept a large store for wholesale barter. Not content with these enterprises he carried on a "beef" business, having seven hundred head of cattle slaughtered every year. Mr. Ebenezer Hall had an equal number slaughtered, so Usher tells us, and they made all their tallow into candles. They had as well a tannery where the armory now stands. Their business extended beyond the bounds of colonial New England. Mr. Hall Gleason has given us a list of the vessels in which Benjamin Hall had an interest, seventeen in all, engaged in trade with the West Indies, Holland and France.

Thus from childhood the interest of this third Simon Tufts in the lands beyond the sea must have been whetted

by personal observation and by family ties. The second Simon Tufts, his father, had married Lucy Dudley, daughter of Governor Thomas Dudley, who died in 1768 at the age of forty-one. Our Simon was the first son of this marriage, born in 1750. Lucy, his favorite sister, was born in 1752, and Catherine in 1754. Simon was already nineteen at the death of his mother. The following year the good doctor married again, this time to Elizabeth of the powerful Hall family, and by her he had Turell Tufts, Cotton, Hall, Hepsibah and Stephen. The very names of the family reflect the family history. Turell was doubtless named after the minister of the parish, the Rev. Ebenezer Turell; Cotton from the great-grandfather on his mother's side, the Rev. Seaborn Cotton. Hall had his mother's maiden name. In 1777 Lucy, his sister, married Benjamin Hall, Jr., binding the Hall and Tufts family yet more closely together. From this marriage sprang three children: Dudley, born in 1780; Lucy, 1783; and Hepsibah, 1785.

Whether Simon's introduction to business across the seas came through his connection with the Hall family is unknown, but it is most probable. The times were ripe for new enterprise. At the end of the Revolution, England quite naturally closed her ports to the ships of the rebellious colonies and trade came to a standstill. The Yankee race was equal to the emergency. Samuel Eliot Morison calls our New Englanders "a tough but nervous, tenacious but restless, race; materially ambitious, yet prone to introspection, and subject to waves of religious emotion. . . . A race whose typical member is eternally torn between a passion for righteousness and a desire to get on in the world." From out this post-war depression the merchants of Boston eventually worked out a scheme for trade with China. They dispatched their ships to the Northwest coast, traded with the Indians for skins of sea otter, sold these to the Chinese mandarins, and brought back cargoes of silk, chinaware and tea. Meanwhile the Salem merchants charted

an entirely different course. While Boston sailed westward around the Horn, Salem sailed eastward around Africa and the Cape of Good Hope. The usual Salem method, according to Morison, was to start off with a mixed cargo, assembled from the southern ports, the Baltic, West Indies and New England, peddle it out at the Cape of Good Hope, Mauritius and various ports in the East Indies, picking up oddments here and there, buying bills of exchange on London and Amsterdam, and like as not making three or four complete turnovers before returning home. From Bombay and Calcutta were brought "pepper, sugar, ginger, and a bewildering array of India cottons. Madras, chintzes and seersuckers are the only names recognizable today." (Morison.) At first Salem ships generally traded through the French port of Mauritius, an island lying east of Madagascar. But British control of Mauritius "forced Salem men to go to the source of supplies. This led to Massachusetts men taking up their residence in the seaports of British India." This is evidently what happened to our friend, Simon Tufts the third.

"Tradition, love of adventure, desire to see the world, and the social prestige of the shipmaster's calling, were partly responsible for Yankee boys going to sea." This year the copying of the Hall papers, a collection long in possession of the Medford Historical Society, by the Works Progress Administration, in an accessible form, threw a new flood of light on the mysteries of the entries on the old gravestone. We find a series of letters from Simon Tufts, in a clear, firm penmanship, though with some passages difficult to decipher, building up the story of a man who carried the name of Medford into the trade of India. Perhaps he was in privateer or coastal trade in Revolutionary days. In 1787 we trace the first steps of his progress, for in that year came a letter from London, where he had just learned of the death of his father. "In a few days," he wrote, "I embark for Ostend and thence to the East Indies. Remember to let your letters in one

sheet contain your writing without cover, as every cover or double letter pays double postage. . . . I have sent my picture in a shagreen case by Captain Scott and desire it may be delivered to my sister, Lucy."

Letters did not fly by air mail in those days. This letter was addressed to Benjamin Hall, Jr., and was addressed to Medford, near Boston, and was to be left at the New England Coffee House. The next letter that has been preserved was dated two years later. Simon Tufts had reached India, but he must have been homesick for the cool, green salt marshes of his native town. He had begun to count the cost of his great adventure.

Omeidpore in Bengal
8th Decemb^{r}. 1789

Dear Brother

As three years have expir'd since I receiv'd any account of you or Family, Perhaps it may be agreeable to yon to hear from what part of the E. Indies. I have made my residence in.

In as short compass of Paper, I will acquaint You. as possible. That. the ship arriv'd at Bombay the 19th Jan^{y} 1788 — Where from Causes un forseen as well unexpected the most. flattering prospects of future Benefits attended me — but like everything else in this world — The Gentleman from whom they were to be deriv'd suddenly died and with his death. my intended Appointments as well as hopes died also. He was an English Gent.^{m} to act as Consul or rather Agent general for the Emperor of Germany in India–From Bombay I went to Prince of Wales's Island in the Straits of Mallaca. when I purchas'd such a kind of an house as is built in these hot Islands with outhouses — Garden &c In this house I was confin'd for 2 months by an entire loss of the use of my limbs. contracted from the Climate at Bombay — This Island just in a manner beginning to be clear'd, is unhealthy very sandy & hot — being great part of the Year directly under the Sun — being determin'd to quit it I embark'd my Property for Bengal on board a Ship in which I purpos'd to take my Passage — Some particular business of my own with the Gov^{r}. of the Island detained me at the point of her sailing. which prevented me from going — Neither Ships or man on board has been heard of since so that my Property is lost. but my life sav'd, — In two months after I embark'd on board of another Ship. and having stopt at various parts on the Coast of Coromondel — arriv'd at Calcutta 29th March, where I found things very different

from my Expectations — I had Letters for a number but found but one person of any Consequence in the Town. the others having gone to different parts — My Bills of Exchange which I had sent forward unpaid. produc'd a situation not altogether so agreeable – Having b'rot some small quanity of Pepper. from Asheen on my account enable'd me to stay on shore free from embarrassments for t'would be impossible nearly, to draw Bills. here where you are not particularly known —

My Station is about 18 miles from Calcutta, at a Village about 5 or 6 miles of which have at present the sole charge where a few years past there were the most extensive works. in India of Rum Indigo. Sugar. & Silk — and about 300 Men employ'd every day in the Year – These schemes cost £70,000. Sterlg — and ruin'd the concernd — Part of the works are still in being, which are just kept going on — 'Tis only the Rum & Indigo that I have to see manag'd — The land here is fruitful in Rice. but rather unhealthy — The very earth I everyday walk on affords the Salt, we consum tho' 50 miles from the sea – it being low but rising grounds are otherwise — I am allow'd as many servants as I choose. One I must have night and day about me according to the Custom of the East. and some days. ten in and about the house — I do not like it. but to preserve Respect. it must be done – 'Tho these Customs are loosing ground — For nine months the heat and mosquitoes are very bad — Besides — Tygers Leopards Jackalls without number — and other beasts are around the place. but do not attack grown people often — The Seasons of the year are of three kinds — Rainy, dry. & Cool — 4 months each generally — The first overflows great part and enriches the Earth — 2 Crops of Rice in most places — but if an unfavorable Season. there is a famine after, and thousands perish. as Rice is the sole food of the Natives. with a few fowls and vegetables —

Thus. you have some discription of my situation – I shall be in return very glad to receive an Account from you and my sisters of your Family. weather it has increas'd or decreas'd — & the disposal of my fathers Estate — and whether you ever have wrote me more than once since his death —

Be assur'd tho' the distance between us is great. neither time or distance keeps me from often thinking of you and as do not expect to visit you but by letters. so I request that. you will not omit writing me by way of London or any American Vessel that may come to Bengal — There has some been to Madrass. and the Communication is very quick from thence — Therefore I finish with wishing you & my Sisters every worldly comfort and felicity being,

Your Sincere & Affectionate Brother

Simon Tufts

The next letter continues the story:

Omeidpore 20th Augt 1792

Dear Hall

My last to you was dated 15th July – and it is now a year since I wrote you convey'g a letter to Capt. Brooks by the way of London. I have little to add except remarking that your letters by American Vessels seldom come to hand but after a long time an Instance of this is in those you sent by a Mr. Sever which I receiv'd a few days past.

The vessel with Oil got a freight for Ostend. and I understand it was uncerting wether she would go to Boston. therefore was prevented from sending a few articles of Ginger Tamaunda &c which I had potted for your wife & a piece of Cloth for her Aunt Brooks. – One had better send nothing unless they can have a reasonable assurance of their being deliver'd –

There are several vessels with American Colors now in the River. but all bound for Ostend – I am getting as much sugar on account of this Concern which I superintend as I can and this year we make no Indigo – For the business in sending Sugar home to Europe to foreign ports & vessels is Wink'd at and my friend here has informed me that if I had an American vessel just at this particular juncture he would freight her, for you must know every thing in this country is done by interest – I do not mention this for you to speculate as an hazard, or any of your Connections – This happens just now because your Countrymen will take freight cheaper than Europe Ships – but if he lives and we should still have a favourable Season – I will venture a promise he would give a preference this way – There are Country Ships enough but none dare go the other Side of the Cape of Good Hope –

Money has been excessive scarce on account of the war but as that is clos'd it begins to be plentier – tho many of the European Merchtt have been ruind whilst the natives or Black Merchants have been enrich'd by lending their money at an high Interest.

You see I am yet at Omeidpore but as it is the custom to shift stations in this country it may be my chance – tho' I do not see that I shall this year – and I sometimes indulge hopes of seeing either Europe or your Country, for the Luxurys of the East, tho great, do not compensate for the want of health & society – and for months I see nothing but black and do not hear one Syllable of English – It is this and the other want that wears out the lifes & health of Europeans so fast – unless they are careful –

I suppose your son is now a considerable Lad. and your daughter

growing up fast – all the old people dying off – and we are growing old as fast – Love to your wife & the Children

Conclude most faithfully with my being

Your brother
S Tufts

P.S. If you have got the certificate for £90 – let me know and what it is worth – or the amount of it.

A postscript followed on this letter which shows both his love of his birthplace and the way in which he is getting together his money.

27th Augt 92

Dear Hall

Just on closing up my letter which I kept open for these seven days – I have received yours. dated 11th Feby this present year (by post) from Madras –

You mention that a vessel had arrived from Calcutta last Summer – now when any go from home to America it is very seldom known to what port unless Philada for had I have got any knowledge. I should have wrote you.

Untill I can meet with some American to witness a Power of Attorney which I suppose will be tho't necessary to my signature — Take all and every part and parcel of what kind & nature so ever of property left me by my Fathers will into your hands. let it be improv'd and account with me for the same – This I intended to empower your Uncle Brooks with instructions to deliver over to you thinking it still better thro' another person than to give the power immediately to you, because it in some measure seems to be making you both party and agent. however, if It can be done this way do it –

The farm house & Barn I see is sett off to me not the dwelling house* in which I was born which I thot had been the Case by your former letters – and as the Land with it adjoins the twenty nine acres. belonging to your wife making in the whole Sixty two acres, Keep the whole together.

What share there may be due me to me which You mention in bonds & notes I suppose can not be much — However add it to the rest when You are in possession — and write me by the way of England directing your Litters. to the care of Mr. Tho. Courtney Mercht Finch Lane. who will always forward them – and every other

* The house in the Square.

way – for [though] the Postage may be high in this country I always allow it with much Pleasure —

Repeat my love to your children and tell Mr. Dud.* that I think he comes on very well in the writing way. as I see in Postscript of you wifes – make my Respects to our old Friend Gen^l. Brooks and all my friends in Medford for I have and alway shall have a Regard for the little place from which I drew my first breath — Write me also wether You are doing well or not – and how and in what manner as I heard You was and hope it will continue

If I continue here another year I shall have I suppose to make either all Sugar or Indigo for the prices are just double now to what they were last Year — The Indigo I made here last Year fetch'd at the India house in London from 6 to 9/4 Sterling – and my own process which was a new one sold @ 3/6 qh —

God bless You and your wife is the wish of

Your brother
S Tufts

P.S. Mr. Harris desir'd me to write for your American Philosophical Transactions – Tho' not a bookish man – you may possible contrive to get me one of these Volumes –

Another letter to Benjamin Hall shows Simon still apparently prospering. He abandons his Medford legacies, except cash or land, to his sister Lucy, and suggests that his land be combined with theirs for a small farm. With a wider knowledge of the world, he suggests New York or Charleston as offering more opportunity than Boston.

Omeidpore 10^th^ May 1793

Dear Brother

Yours of the 1^st^ May is now before me in which it appears by the description you give you are as happy as a people as any on the Globe. Long may you continue so —

Your country man have found their account in the great freight they have got from India to Europe — but this like all other new Trades is liable to be ruined if so many engage in it.

I must refer you to a letter & the Salem Ship Capt A Neek or Mr Hughes) for the power of Attorney – my orders respecting the Office Certificate which you sold for 400 dollars — and the manage-

* Dudley Hall.

ment of the Property w^ch^ I hope you will recover by virtue of this Power b'longing to me from my fathers Estate let the whole in the best manner that it may be producing somthing.

In one of my letters to you I gave to your wife or you or both if you like – all the Plate that was left me and every other article except cash or land – if it is worth thanking for – do not write me any more concerning them — they are hers or yours – as I ment at first or six years past —

The 400 Dollars Certificate & the 40 dollars in Cash – open an Account with me in your books – as interest is in this country – twice as much as in yours — I may draw it out. But you will have on the Bill 30 days notice.

The land set off to me had better be united with yours and both may make a small farm — the Income of my part let it go towards repair of house or barn – I shall not if I live call on you for any part of it – Unless some circumstances should befall me of which I know not at present. — You are doing business I should conceive not very profitably indeed when the devisor is 4. It would be better if you can make it 2 – You are so attached to old houses – old work – & old places that you would not like to relinquish – neither would it be proper perhaps as you have a family — It was always my opinion after I saw New York or Charlestown S. C. that either of those places were better than Boston or any where about it —

I thank you for the offer of sending anything you think may be agreeable to me here — but it will not be worth the trouble it may give – as we have every kind of eatable from Europe or America in plenty that will keep good out for so great a distance and the defeciencey is supplied from th Cape of Good Hope on the ships touching there —

There has a Vessel from Philad^a^ made a great voyage I hear by carrying provisions to Botany Bay – She is now at Calcutta – for freight to Europe – after you cross the line once it is to be crossed a second time to Bengal. it is this which spoils all Provisions unless exceeding well preserv'd at the first — I have seen some Beef from Boston exceeding good.

Remember my love to my sister from whom I have not two letters thro' you — and make my compliments to Gen Brooks who I find is in good Reputation amoung you – and for whom my esteem is not in the least diminis'd —

To your Son Dudley & daughter Hepsey pay each one half years Interest of the money mentioned in the first part of the letter — that is, divide it equally between them – and write me what seems to be his leading inclinations – at the same time let him not think that he is not always to sleep on a Bed of Roses — or feathers – for six months

in the year his Uncle sleeps only on a fine matt or carpet — (the heat here is so intolerable)

I have only to add that I am
ever your affectionate
Brother

P S We have had but one shower of rain from the month of Nov last—6 months

S Tufts

Mr B Hall Junr)

The next two letters tell their own story of failing health and changing residence. Note that Simon is still on the trade line of the Salem ships, Cape of Good Hope.

Capetown 31st. May, 1797

Dear Brother,

A Ship being bound for New York I could not omit the Oppty of acquainting You of my coming here from Bengal. — as I found my health declining so fast in India. I saw no other remedy but to leave it for a cooler Climate —

Three years or more have past and no line whatever have I received tho I always made it a point to leave my directions at the Post Office in Calcutta when I left my last place of residence to go up the Country —

I hope that you & my sister enjoy your health and your children are yet alive and will prove a source of joy and satisfaction to You both —

The Cape is not any place for trade tho all Articles are allowed free from Europe & America but not from the East Indies except in the Company's Ships only —

I am very sincerely
Your brother
Simon Tufts

Love to your Children

Capetown 31st Jany 1800

Dear Hall

On my return from Bengal whither I was obliged to go on account of my concerns there, I found yours of 18th April (99 and was very glad to know by it that you were about your business. 'tho not enjoying so good health as usual – I cannot answer particularly. every part of your letter, therefore you must except a general answer and for your future guidance must, acquaint you that it is a Custom with most of the Captains of single Ships whenever they are chas'd by the Enemy or one suppos's to be such that every letter is thrown

overboard, this may account for the failure of letters to you *from* me or me *to* you but they seldom if honest throw away any property –

I once had thought of saying somthing to you on your Sons Education, but as he has acted wisely himself and hoping that he has been well instructed in reading writing & arithmetic – I must say my wish is gratified tho' unknown; 'tho yours, who had all the right to it, is not, with respect to him, – your daughter I dare say will in respect do as well – I have nothing to say or offer with respect to your family concerns, but to express my wish that every thing will turn out well – I often wish to se you all and am now determined if I embark any more it shall be to the west ward – not to stay among you that is out of the Question, but in the Event of a Plan to make you a visit

---

The Young man whom I set up at the Cape is doing extremely well in a House by the name and firm of Bray Venables & Co – they have added to the House I purchas'd another for which I made the bargain for them – amounting to near 70,000 Guilders and what is more the cash paid for it – They have the business of a great Part of the Army, the whole of the Navy & considerable part of the settlement – At present I have a Room & reside there I brot a Small Investment of about 30 Bales of Bengal Goods with me –

I could have wish' you or your good friends would have order'd me a Cargo of Lumber on its way in any Ship bound to the East – We purchas'd one whole Cargo of a Salem Captain for 16000 Str Dolls (by Invoice) but it fell miserably short in measure – owing to the Deck load being thrown overboard in a storm – tho unknown to us, as I was going off at the time I gave up all concern in it – however assisted in getting the Dollar off – tho its absolutely forbid by the Goverment to export them – I think I have sent you a muster of or the size & dimension of the Plank which is in general wanted by the Cape in some one of my letters – however if you see the bearer of this letter – Mr Wyman. he will inform you what will answer —

When you see our Aunt Brooks pray let her know that I received her kind letter. and would have answer'd it. but the time is so short that Mr Wyman thinks he cannot stay – In the meantime, present him with 50 Str Dollrs or the Amount of it from me and charge it in your acct. against me —

If any Oppy presents
send me as below
1 or 2 Small kegs Makerel)
Weymouth or Rh Island Cheese
Bottled Cyder if the Cork can be secured } for private use
a few white Beans in a Cask

I am your very Sincere
Brother
S Tufts

Cape Town 20th March 1801

Dear Hall

A Ship from Bengal having made her passage to the Cape in 27 days it is probable you may receive this before a Boston Vessel which sail'd from here a few days past does arrive – should the latter be the case you will have a vestal account of me from a Mr. Twycross a passenger for Boston —

It certainly has been and yet is my intention to visit my native Country if the Ship which I expected would touch here on her return from Manila, would have room for a passenger – Be it as it may, I will tell you that after being 21 months at the African baths I am in a tolerable good State of health The season has been excessive dry no rain for many months Provisions except flesh very scarce and the whole place in some measure on an allowance. The corn & wine crops having fail'd in part — The last letters I have from you are on April 99 perhaps you have wrote but the letters miscarried – American newspapers which I sometimes see inform me of my friends & your country – which I am glad to find now in peace and hope it will remain so for a long time —

It appears to me if I judge right you are not in any commercial line – and tho' not, I hope going on steady – For your satisfaction I must report to you that some Rum from your distillery has been lik'd at the Cape by the Dutch People – It was purchas'd among the articles of a Cargo from Boston by the House here – But very little sells as so much brandy is manufactured in this country. 'tho of an inferior quality —

I hope this letter will find all your family in health – your children I dare say are promising well and I hope prove a source of pleasure to you & my sister — I assure you that sometime or other I hope to be a witness of it —

I am
Dr Hall
Yours very affectionately
S Tufts

In 1801 came another letter from Cape Town, Cape of Good Hope, to Mrs. Lucy Hall at Medford, near Boston, but it came from a solicitors' firm.

Madam: It is with great regret we find ourselves in the mournful necessity of communicating to you an account of the death of your Brother, Mr. Simon Tufts. He departed this life on the fifteenth of the present month between the hours of twelve and one at night. He bore his sickness with manly fortitude and his last moments were tranquil and resigned to the will of heaven. We send you here in-

closed a copy of his last will and testament wherein you will find he has appointed us his executors.

Simon's will read:

After my funeral expenses, which I desire may be small, are discharged, I give . . . . unto Sister Lucy Hall, all and every part of the property left and devised to me by my late father Simon Tufts Esq. and whatsoever else may be in the hands of Benjamen Hall, my attorney there, – likewise the sum of 1032 pounds 10 shillings in the hands of Simpson and Merchants, 72 Green St. Cheapside, London.

He made other bequests to his friends, leaving any balance to his sister. This will must have been perused with great excitement in the "Dudley Hall" house on High Street.

CAROLINE E. ROBINSON.

To attempt in a few words to bring her to you is impossible. Any one activity of her splendid life deserved homage, but all taken together makes one amazed that so much achievement could have been crowded into fifty-eight years. The home that she created for her husband and three fine sons was her chief interest to the very end. But her tremendous energy reached out into the church life, the women's club life, the civic life, and left its trail of accomplishment. In the fraternal work of the Eastern Star and White Shrine she earned the highest offices. The honors and jewels that were awarded were humbly received, for work meant nothing, provided there was beauty of purpose. To bring nobility in any form into the lives around her was the only pride that she knew. Do I show to you the greatness of her mighty heart? Is it any wonder that the writer turned to her when she needed the most dependable service that could be secured? It was in the Tercentenary year of 1930, when Medford was giving the "Pageant of the Mystic," written by Ruth Dame Coolidge, and I costumed seventeen hundred people over

a period of three hundred years. She protested her unfitness. She knew nothing of history or pageantry! But the beauty of that Pageant was a living song in her heart to the day of her death. And the work again was play because of what it brought to others. She became interested in historical work, and when our building was restored, about seven years ago, as assistant curator and librarian her efforts knew no end. The treasures that were uncovered and displayed meant so much to her. When, later, the building was opened once a week for the public to get the benefit of this work, her satisfaction was complete.

The Royall House, too, claimed her, and as assistant chairman of the Ways and Means Committee no work was too great to undertake. She came to love every inch of that lovely Colonial manor. To preserve its beauty became a part of her life. When circumstances retired the writer, about two years ago, she carried on in her place, and now both societies realize her great loss.

Her dependability was as great as her purpose in living. She often said that it was her belief that you could get out of life only what you put into it. Hers was a great satisfaction in accomplishment and community service. This was her payment. But she leaves a real ache in many, many hearts of those who were privileged to serve with her and know her boundless courage and complete faith. A gallant soul! Hail and farewell!

—EMMA M. GRAY.

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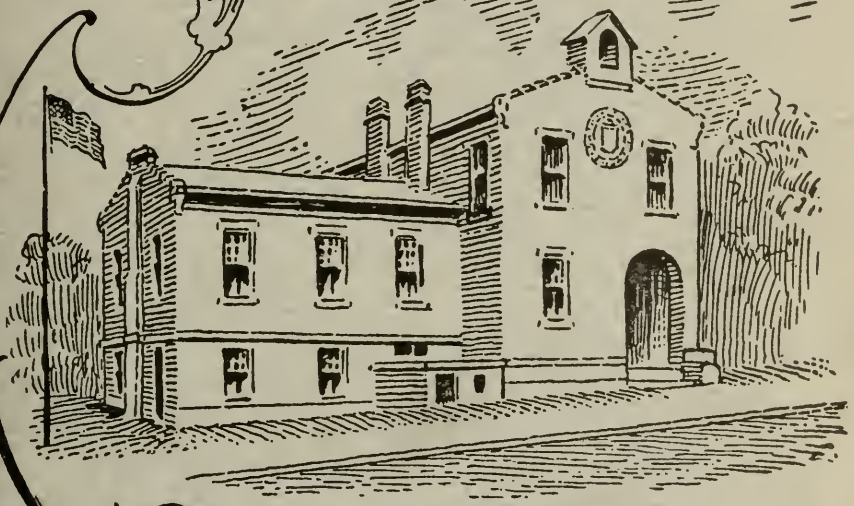

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NEHEMIAH BOYNTON

"Minister-at-Large"

November 21, 1856 —— November 8, 1933

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NEHEMIAH BOYNTON: SOME NOTES ON HIS LIFE.

By Rev. Edward C. Boynton.

IN THE 1860's an active boy was busied doing the things boys did in Medford in those days — attending school with such eagerness as is characteristic of boys full of life; attending church with such coöperation with his parents as it was possible for God-fearing parents to elicit then; swimming in the Mystic River, having learned through the trial and error method violently set in motion by an attentive older boy one day, who pushed him unceremoniously off the wharf; sailing on the Mystic River in a remarkable craft of his own building, one adventurous cruise taking him and his brother down Boston Harbor, to the consternation of all save the young mariners themselves; and skipping school to see a launching, for the days of Medford's fame in shipbuilding were not then over.

With his brother, this boy was busy doing the things boys did in Medford in those days — things approved, some of them, by their elders and betters, and things disapproved, some of them, by practically everybody, so that an exasperated son of Ireland living near them summed up what quite possibly was not his emphatic belief alone when he declared: "Thim Bynton byes is the divil's own byes." Full of fun and mischief, no doubt, but wholesome fun and harmless mischief if later character was the true development of those earlier days, Nehemiah Boynton explored with zest his world as it was presented to him in the Medford of eighty years ago.

His father, Eleazar Boynton, had been a lad from Rockport, who had come up to Boston to work for his uncle, who had a ship chandlery store down on Hanover Street.

His mother, Mary Chadbourne, born on the Chadbourne farm in Lyman, Maine, a graduate of the Normal School at Gorham at sixteen, teacher for a time in the little red schoolhouse near her home, had come up to Boston to "sew the mortgage off the farm." They met in the choir loft of the Old North Church, he with his rich bass voice, she with her full contralto. And so that story grew. And when man and maid became husband and wife they turned to Medford for their home, and their third child, Nehemiah, was born in a small house near Park Street in 1857.

Before the boy was ten years old, a great event took place in the family. In their Sunday walks the parents had not infrequently strolled up High Street, and there they had seen the house of their dreams. Setting well back from the street in spacious grounds, on a terrace of its own, shaded in front by an English thorn tree and an English elm tree, stood that gabled house, stucco over brick, not of Colonial design but looking like an English cottage. Could they hope ever to attain to their dream house? They could, and they did. And on a great day in their family annals, the father and mother moved their modest household effects and their family of children into the dream house, 127 High Street, opposite the house of Thatcher Magoun.

I remember my aunt, Mary Boynton Dodge, telling me that the house had been built for a niece of his by John Quincy Adams after he had been United States Minister to the Court of St. James's. Hence the "English" of it. The two trees in the front yard had been brought by him from England. And I distinctly remember her saying that she had an advertisement which appeared in the Medford paper (could it have been the *Medford Mercury* way back there?) when the house was being built, asking for deliveries of fresh warm milk, to be mixed with the cement used for the stucco outside! Whatever the ingredients, that stucco has lasted these hundred years and more, and still is there in this year of our Lord 1938,

which is pretty good for stucco. Our modern builders please take note.

But to return to the family. For father and mother the new house meant much-needed room for their growing family and the satisfaction of a justifiable ambition. To the boys it meant room in the cellar where they could build a boat, room in the yard where they could have a dog, and room in the barn where they could keep a horse. And to Mime it meant something entirely unforeseen, the import of which was for some time unrealized. It meant meeting Mary Ella Wilcox over the back fence, he aged nine and she aged eight. And that was where another story grew — a story which made all the difference in after years.

At about the time that Eleazar and Mary Boynton moved into their new home on High Street, Daniel and Martha Wilcox moved into a home on Highland Avenue, as it was then called, the yards lying side to back, and the children soon finding each other. And to make the long story short, on July 5th, in 1882, Nehemiah Boynton, just graduated from Andover Theological Seminary, and Mary Wilcox were married. And the new minister and his bride moved into the Congregational parsonage in Littleton, Massachusetts. There with his bride, his eight hundred dollars salary and a house, two horses in the barn, he had more than he was ever to have in the future, for, as he often said, "The more a minister gets the less he has." Littleton was for him, indeed, "a quarter section of heaven."

One anecdote from Littleton days he used to tell with hearty laughter. A scion of the village, grown fabulously wealthy elsewhere, was being brought back to his native town for burial. The young minister's services had been arranged for, and after the ceremony said young minister drove sedately back to the parsonage. Never mercenary, yet the thought — well, just the perfectly natural human thought — did slip into his mind in an unguarded moment: "Do you suppose these wealthy folk will remember

the young man with growing family and eight hundred dollars a year?" And sure enough, a spanking turnout shortly drew up at the door, a coachman in livery rang the bell, and there was delivered a token of the family's deep appreciation. It was one of the floral pieces which had been to the funeral, too! And, on unwrapping, was disclosed to view, in touching form, a harp with a broken string!

Then came a pastorate at Haverhill, an active, busy pastorate, reaching out into the city beyond the walls of the North Church itself. Sunday afternoon meetings in the local theatre were an innovation. But they were a measure at least of the energy and devotion to his calling of this young clergyman. The parochial ever irked him. The wider spheres of influence ever beckoned him. Already he was reaching out for men beyond the conventional confines of the Church. And that was to be a dominant characteristic all of his professional life. After his last pastorate, a long pastorate in Brooklyn, and he had retired from the active ministry, he said to me one day, "I sometimes think that I did my best ministerial work in Brooklyn in my after-dinner speaking." I knew what he meant. In the after-dinner work he had access to men, many of whom one would never meet in Church, but in whom, on those social occasions, Dr. Boynton always tried, and not without success, to elicit consciousness of the higher and finer things.

But to return and take up the story in order. After a four-year pastorate in Haverhill came eight years as minister of the Union Congregational Church in Boston, 1888–1896. Here Nehemiah soon became known for his vigorous and fearless preaching. I remember as a small boy attending a Sunday service where the young minister used for his text a coal-hod filled with coal purchased from a neighboring dealer, the price of the coal being exorbitant, and the weight indicating false balances. His great heart was ever with those who suffered injustices, and he championed the cause of the weak for whom his Master had died.

There were giants in those days in Boston — Phillips Brooks at Trinity, George Gordon at the Old South, Dr. Lorimer at Tremont Temple. But the one, I presume, who had the most compelling power drawing men and women to Christ was Dwight L. Moody. It is a family tradition that when young Moody first came to Boston as a lad looking for work, before his call came to take up his evangelistic work, he applied for admission to the Mount Vernon Congregational Church. Eleazar Boynton was a member of the examining board before whom the young applicant appeared. The decision which these elders brought in was that the young man was not yet ready to make satisfactory confession and was affectionately urged to consider the matter for another six months!

By the time, years after, when Nehemiah Boynton was minister in Boston, the unsuccessful applicant had not only been admitted to that Church, but had become a voice for Christ, calling men and women to salvation the country over. And when the evangelist Moody came to Boston he asked the young clergyman to be one of his assistants at the great meetings which were held at Tremont Temple. Sitting on the platform one evening as the crowds were filling the hall, Moody turned to his younger helper, who was sitting next to him, and said in low but vibrant tones, "Boynton, pray for me; pray like everything! Pray that I may not lose my witness this night!"

During these years Amherst, which was his college, gave him the degree of Doctor of Divinity. And during these years of the Boston pastorate he began his international work, which was more and more to occupy him in later years. In 1891 he preached for the first time in a London pulpit. The last time was in 1930. In the intervening years he was frequently invited to be visiting preacher in Congregational pulpits abroad.

His most distant trip on professional work was taken after he had retired from the active ministry in 1921 and

had become what he loved to term "minister-at-large." A few years after that time he went to China for three months, in order to be visiting minister at the Congregational Church in Peking, where his daughter, Grace, was a missionary. Far away places ever beckoned him. My mother used to say of him that the first place he looked for when he got into a town was the railroad station. But it was equally characteristic of him to be in even greater haste to arrive back home. You could always expect him to surprise you by walking in earlier than original plans called for.

In 1896, Dr. Boynton accepted a call to be minister of the Old First Congregational Church in Detroit, and for ten years he was pastor there. That was in the days before Detroit had become a city on wheels. Detroit still had an air of spacious dignity and of quaint charm about it which even the vigor of bustling commercial activity had not dissipated; the days before "the gasoline aristocracy" had arisen to change it all. Into the life of the Church, and of the City and of the State, he threw himself with his characteristic energy and devotion to his Master. He was ever one to look forward to the new day. Never one to rest complacently in things which had been. The new and better day of the Kingdom of God and the brotherhood of all men was his passion in life. This reaching forward was not always understood by those who heard him. In those days in Detroit the Poles made up a considerable proportion of the "working classes," and they were somewhat looked down upon by the "upper crust." I can remember something more than a look of surprise which ran over the faces of his congregation when on one occasion, as he was pleading for more Christian attitudes of the privileged towards these underprivileged brothers, he stated, "Some of your grandchildren will be marrying the grandchildren of these Polish families." And yet, so it has turned out.

I have always wished that I might have been an unseen observer of an incident which happened in the Detroit

days. Early one evening, when father had put on his evening clothes for a social engagement, the telephone rang, and he was called immediately to the bedside of a dying man. There was no time even to change into more ministerial garb. The call was urgent. He had to go, dress suit and all. Arriving at the home, where the people were strangers, he was taken to the sick room. He had been there but a moment or two when a priest entered. Apparently the distraught wife had wanted to make sure! Father was introduced to the priest as "Doctor Boynton." Surveying him coldly from head to foot, the cleric said, somewhat disdainfully, "Ah! an M. D., I presume." Whereupon father said to him with quiet but decided dignity, "No, not an M. D. A priest, like yourself."

In 1906, Dr. Boynton accepted a call to the Clinton Avenue Congregational Church in Brooklyn. His Detroit days had been happy days, but he had the urge to be at the center of things. He used to say that when living in Michigan, like a good Mohammedan he always said his prayers facing the East. Here in Brooklyn, stronghold of Congregationalism, and in New York City, center of much of the throbbing life of America, he felt that he had the opportunity to give his best for the remaining years of his active career. And for fifteen years he threw himself into the work of his church and, always believing in the wider ministry, he gladly accepted the opportunities which came to reach out, "fishing for men" in widely diverse channels. Morning after morning, after an early breakfast, he walked to Pratt Institute, where he held chapel and spoke to the students, being chaplain of the college. Night after night he would arrive home at a late hour, after having spoken at a religious gathering in Manhattan or its suburbs, or after having been an after-dinner speaker at some social gathering in the city. For many years he was chaplain of the "old" Thirteenth Regiment of Coast Artillery in Brooklyn, and when the United States entered the war in 1917, he went with his regiment into the service of his country and was stationed

with them at Fort Hamilton. When, after several months, his regiment was ordered overseas, he, a man of over sixty years of age, was not allowed to go, and many times afterward he said to me, "The saddest moment of my life was when I stood by the gangplank of a transport one morning at three o'clock and saw my boys going aboard, while I was not allowed to go with them."

Dramatically crowded and fruitful years were these last years in the active pastorate. From 1910 to 1913 he was moderator of the National Council of Congregational Churches of the United States. During these years, too, he was active in the international sphere, not only preaching abroad frequently, but being chairman of the Executive Committee of the World Alliance for Friendship through the Churches. These wider ministries claimed much of his time after he had become pastor emeritus of his Church in 1921, and had become "minister-at-large." They took him to Washington, where he was a guest of President Coolidge several days at the White House. They took him to Stockholm, where he was guest at the palace of the king. They took him to many places, here and abroad.

The last occasion of his far-flung ministry was in 1930, at Bournemouth, England. He had been asked to speak for the American Congregationalists at a dinner of the International Congregational Council there. David Lloyd George was the other speaker. Lloyd George spoke first, dynamic, flashing, but pessimistic to the last degree over the state of the world. Dr. Boynton followed. He told me afterward that he had not said a single thing that he had prepared. Moved by the turn the occasion had taken, he delivered a compelling plea for buoyant and brave facing of the future in the faith that, despite the sometimes tragic groping of men towards the light of a new day, a new and better day would surely come. His last public utterance of note found him still "marching breast forward," committed to the faith which had been the keynote of his whole life, that "the best is yet to be."

Earlier in that year my mother had died. My father was to wait three years before his call came, and it was back in Medford that he lived those last years. Always cheerful, gracious, friendly, he was frequently seen walking about the town. And how could the boys who saw the genial old gentleman threading his way along the crowded sidewalks and through the lanes of traffic which are Medford today ever guess that he was seeing, not the Medford which they looked upon, but a Medford where two youngsters were building a boat in a cellar, were skipping school to go to a launching, were driving their horses along country roads which never had known the smell of gasoline, and where, up the hill beyond the apple trees, over the back fence, stood a demure but captivating little miss, the most beautiful creature the lad of nine, who stood looking at her, ever was to see?

A ROYALL WEDDING.

The following poem was written for the Pepperell Reunion by the late Laura J. Fernald, a descendant of Andrew Pepperell, who was a brother of the first Sir William Pepperell and the son of Captain William, the emigrant, and his young wife, Margery Bray Pepperell.

Have you seen the mansion in Medford town,
With its beautiful green sward sloping down
To the distant street, —
Where the pride of the past and present meet,

That old Isaac Royall from Antigua
With the style of Old England did imbue?
"Hob Goblin Hall"
From its echoing corridor "Lee" did call.

Its courtyard faces the "Mystic" side.
There he mounted his coach in pomp and pride
And rode away
To the "General Court" at Boston Bay.

With wide staircase in the central hall
That reaches across from wall to wall.
And cosy seats
In recessed windows where lovers meet.

And cheerful fires in every room,
To welcome the child and stranger home,
With panelled halls
Arch, alcove and wainscot in rooms and halls —

'Twas here that "Sir William" wooed his bride
The richest maid in the country side;
And the wedding grand
Was a ten days' wonder in the land.

A picture fair was Elizabeth,
Fair and as sweet as the violets breath
As on topmost stair
She waited in silence her lover there.

Then slowly descended side by side, —
Patrician lover and stately bride, —
And sweet and slow
The "wedding march" throbbed in the room below.

The shimmering satin and glistening lace
With white veil hiding her blushing face,
And grand array
Of maids and gallants and costume gay.

And "Sir William" in satin skirted coat,
With ruffles of lace at hand and throat —
And powdered hair tied in an ancient queue —

With satin breeches and silken hose
And jewelled buckles to hold them close
Walked proudly by, —
While her hand on his arm rested lovingly.

'Neath stately arches they passed along
Parting the guests (a happy throng),
Then paused before
The canopied alcove beyond the door.

And they were wed and she was won,
A happy life the twain begun
Beneath the wreath
That perfumed the hall with its orange breath.

Shall I tell of the banquet across the hall
With twinkling sconce lights upon the wall
And glistening board
On which the light from the candles poured?

Of the bride's cake with its frost of snow
Of the silver punch bowls' amber flow
And the sparkling glass
That merrily flashed from lad to lass.

And stately minuet's gliding maze,
With the dreaming music of other days
That groom and bride
With dainty stepping walked side by side.

There were many gay hearts that wedding night
As back and forth in the golden light
The twinkling feet
Kept time to the music the heart did beat.

The dainty maids waved their fans of lace
The jewelled snuff box passed with grace
From each cavalier, —
There was many a sigh but never a tear.

The winged Mercury 'neath the trees
That softly rustled in listening breeze,
Gleamed silvery white
As they rode away on their wedding night,

To his summer home by the river side
With shores indent by Piscataqua's tide
To the fair home
Where we as children are wont to come.

Years passed away and thus says my story
And young Sir William a genuine Tory
In the stirring days of '74
With his wife and children sought England's shore.

Nor came he back, for the young wife died
Ere the good ship reached the other side
And the sorrowing Knight
With the children at London staid their flight.

In royal favor his days were passed
And at ripe old age he died at last.
His children three
Were wed in homes worthy their ancestry.

Perhaps 'mong the cousins that here I see
Some cousins there are from across the sea,
That the story know
Of the Royall Wedding of long ago.

But for the children who yet may come
Who love the stories of days bygone
Be it mine to tell
Of the last Sir William Pepperell.

SIMON TUFTS THE THIRD, MERCHANT OF INDIA.

By Ruth Dame Coolidge.

(*Continued from September* Register.)

While Simon Tufts the Third had been adventuring under the Indian sun, his sister Lucy and her husband, Benjamin Hall, had been surrounded by their children in the dignified mansion on High Street. Life in the little town was quiet enough. Doubtless ships from the West Indies still discharged their loads of molasses at Benjamin's distillery, but the great age of Medford shipbuilding did not begin until the year after Simon's death. He was not to see a ship built on the Mystic sail into Omeidpore or Cape Town. Nor was his life to be fulfilled that he might again visit the family and his birthplace. Ten years in India had undermined his health and left the story of his lonely death to the pen of his solicitor.

His letter drew a prompt response from Benjamin Hall in regard to the legacy of 1032 pounds and 10 shillings, and Lucy added a postscript to the effect that it was her particular request that her husband be enabled " to have

the earliest information that he might draw on the accounts for monies placed in your hands." The will had been made February 15, 1802, and Simon described himself as "sick and bedrid but in full senses and of sound and disposing mind."

As there is no mention of any disposal of his body, nothing remained to be done but to engrave the name in memory of Simon Tufts on his father's stone in the old burying-ground. His legacy was spent, doubtless, in the beautiful Dudley Hall house which stood until this summer on the corner of High Street and Governors Avenue, cheek by jowl with the other two Hall houses, the most distinguished embodiment of Medford traditions still standing near Medford Square.

The first of the Hall houses, built by Andrew, is now occupied by Mr. Gaffey. The high-shouldered one with the brick ends was that of Ebenezer Hall. Careful examination of the brick ends makes clear that it was rebuilt from an even older house. The third was built by Benjamin Hall for his son Benjamin and Lucy Tufts. After Benjamin's death the house was occupied by his son, Dudley Hall. Two other houses, owned respectively by Benjamin the older and Richard Hall, stood between the Dudley Hall house and the old High School. Now the old house which sheltered Dudley Hall, and welcomed beneath its hospitable roof John Brooks and Lafayette, has been torn down. In its place a commercial structure thrusts itself, with the air of a "go-getter" among the merchants of the past, shouldering out the generation of yesterday.

The letters copied in the Hall collection from Turell Tufts do not present so close a sequence. Hall and Turell Tufts evidently continued the family tradition in overseas business by commerce with Surinam in Dutch Guiana. Turell wrote a letter from Surinam in 1808 to Mistress Lucy Hall on the death of her husband. Later he had letters, while dwelling in Medford, from solicitors in Surinam. Hall, his older brother, had died there in

1801, and perhaps Turell followed to clear up the business or continue it.

Surinam 20 Nov. 1808

My dear Cousin

I thank you for your Letter in answer to mine to your mother. Tho' it contains subjects for grief and serious reflections – I am gratified in seeing the hand writing & the thoughts of a relation – whose countenance & manners, most probably – I should not now recognise. The length of time I have been banished as it were – from my country – upon reviewing it, makes me think that I am growing old: and I am told – that my native Town, and the surrounding country are so much improved that I should as little recollect the Scenes of my youthful life – as the countenances of those who now inhabit them. –

Those improvements make me exceedingly desirous to revisit those scenes; and when the recollection of a mother and friends strikes my mind, I feel melancholly that my affairs destine me to remain here

so long! – The only letters I get from Medford – are from my parents. They often console me: but you would Please me much if you would occasionally – let me know how *Your world* is going on. Tell your sister that I have a long time expected a letter from her: that her mother was the first who made me write a letter – & for that reason I insist upon having a letter from her. Nothing would be more gratifying to me than to know from herself how she employs her time; & if she is too diffident to be persuaded by me – I hope her mother will exercise alike authority over her – as she did over me – & make her write to her friends. Your business may often be an excuse for you – but your sister can have none. –

With affection & regard for your mother
& sister – I am Your friend & servant

Mr Dudley Hall T. Tufts

P.S. The Embargo had an *immediate* effect of making most artic[illegible]z scarce & dear in this Colony. From *indirect* Sources however, we have been supplied – and tho' much groaning & murmuring is made at *prices* – most things are now to be had and prices are falling. Molasses had fallen to 6 Sts fg[n] the licensed Vessell that arrived here raised it some to 11 & 12 – This letter is bro't you by the last Am[r]. in the port. When the Embargo is raised – it will be hazardous to send cargoes to these Regions such will be the glut & consequent loss to adventurrers – You may possibly desire to buy some of this Vessels Mer[s]. I therefore add that the Vessel belongs to Mr J. Mury – but that you had better apply for information to Capt Stimson.

Dec 10. 1808 This Vessel has been detained unexpectedly – No American Vessel remains!

At some time during the following years Turell Tufts evidently abandoned Surinam and returned to Medford. Perhaps he feared the fate of his brother Hall, whose death in Surinam is noted on the tombstone. The business was entrusted to an agent and occasioned much correspondence.

On December 8, 1832, an agent named Nash sent a letter by the brig *Sarah Ann*, a letter postmarked in Gloucester, December 31, an indication of the length of the passage. There had been a fire and Nash had a chance to settle things up.

We do not know how successful Turell was in business, but on his death, in 1842, he left a fund of $500.00 to the town to be used for the purchase of valuable books for the Medford Social Library. So munificent was the gift regarded that the name was changed from Medford Social Library to Medford Tufts Library, in honor of Turell Tufts. The name, however, was eventually changed, by vote of the town, to Medford Public Library.

Not only did Dudley Hall profit by East Indian money to entertain in his fine house, but he left generous legacies in his will for the poor of the town. Turell returned from Surinam to live and die in Medford. The Historical Society has his portrait, a shrewd, kindly face, with clear blue eyes. Probably the shagreen case with the picture of Simon the third is preserved among some of the Hall descendants. In its absence we must read from Turell's portrait a love of adventure in the blue eyes. This love came legitimately to both brothers through the ancestors who came to this new world in search of pure religion and a fair business investment. Simon and Turell embody the ideal of their ancestors for spiritual and material betterment. From the letters of neither do we gain any indication of spiritual development. The shrewdness of the Yankee is more to the fore. Yet in their generosity to their family and to the town, their continued interest in all that pertained to Medford, they kept alive the ideals of their boyhood beside the Mystic.

The sparkling river, with its breath of salt, had led them in curves far asea from Cradock Bridge, but they were sons of Medford, almost one might say of the Mystic, sailing out to sea on her outgoing tide, but sailing back at the last in mind or body, and their names on the tombstones today are a unique recognition of Medford's connection with the world beyond the Atlantic.

AN OLD MEDFORD HOMESTEAD.

The little old house at 114 Riverside Avenue, known as the Sawyer House, so captivated and enthused Alice Marston Seaman when she visited it that she forthwith wrote the following poem. This ancient dwelling, now well over two hundred years old, has often been the inspiration for both prose and poetry.

A little house of long ago,
Close to a busy street —
Compelled me, with its friendly glow,
To stay my hurrying feet;
I caught a whisper from its walls,
Its corner cupboard spoke —
And in my fancy, from its halls
The sound of children woke.

The little windows, quaintly set —
Its ingle wide and low —
Are vibrant with old memories, yet,
Tales of the long ago:
But man has marred the peaceful scene
That once around it spread —
When, on its acres, fair and green,
The quiet cattle fed.

I seem to hear the Mystic sing
With soft and lapping sound —
That river, now a captive thing
By concrete barriers bound.
Still faithful to the hearts within,
Defiant of decay —
This old house welds the ties of kin,
And dreams of yesterday.

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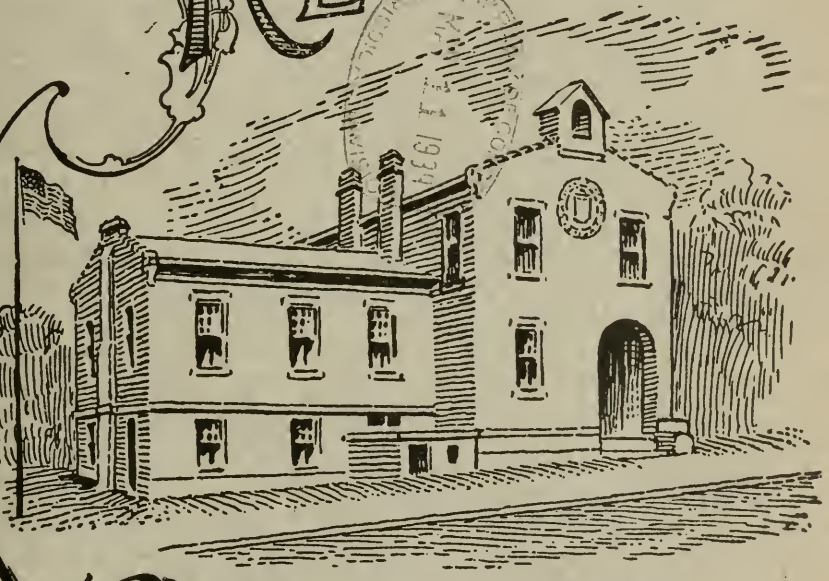

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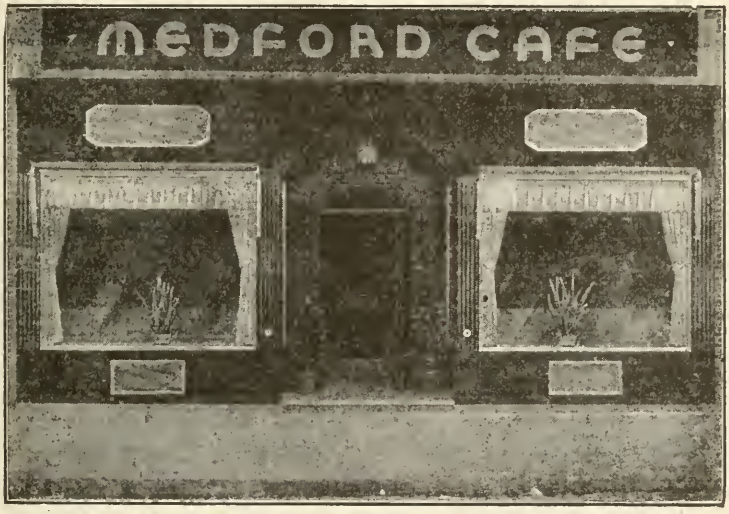

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The Medford Historical Register.

Vol. XLII. MARCH, 1939. No. 1.

THE MEDFORD TOWN REPORT OF 1839.

Edited by Wade S. Hervey.

WITH the Medford Historical Register entering upon its forty-second volume in this year of 1939, no subject could seem more timely or interesting than a picture of the town of Medford one hundred years ago. Then Medford was a town of about twenty-four hundred persons and ship-building was just entering into what became its most flourishing decade.

The little blue-covered pamphlet that is smaller than this issue of the Register is entitled, "Statement of Receipts, Expenses, &c. of the Town of Medford, from Feb. 15, 1839, to Feb. 15, 1840. Also a List of Taxes, as Assessed in 1839." This may sound dull reading to many, yet it is eloquent in its story of an earlier Medford and the families of another generation — yes, another century.

The largest taxpayer was Thatcher Magoun, who, in his affluence as the result of his holdings in the shipyards, built the residence on High Street which later became the Public Library. He was taxed $545.93. Next was Samuel Train, who had left Medford as a young man and made a fortune in other fields, yet whose love of his boyhood surroundings brought him back to Medford, where he built a beautiful home on High Street, opposite the Episcopal Church. Others were Mrs. Ruth Tidd, who owned the Royall House and other property; Dudley Hall (whose house on High Street, at the corner of Governors Avenue, was recently torn down); Mrs. Mary Gray, Daniel Swan, Sprague & James (shipbuilders), Andrew Blanchard, Jr. (owner of the Medford House, or Inn), the

Medford Distillery, Turell Tufts, Peter Brooks, and the Osgood sisters. As these taxes were for more than one hundred dollars and up to over five hundred, as in the case of Thatcher Magoun, still it is interesting to note that many paid taxes of less than ten dollars, the smallest being forty-three cents.

The total receipts, or income, for the year, including a balance of $231.07 and a $1,500.00 loan, were $9,949.32. Taxes made up $7,648.56, which, with the balance and loan, left $569.69 for miscellaneous income or revenue. This, broken down, gives one a good idea of the Medford of our forefathers.

The items of $52.50 for use of the fire engine, J. Q. Adams, for watering ships, as well as $41.93 for miscellaneous use of the engine, seem strange. "Watering" ships, however, was the customary procedure of filling the holds of a newly-built vessel with water to determine the location of any possible leaks in the hull. Thirty-nine dollars for the "Fish Rights in the River," and $1.00 for the "Rent of Beach on South Street," are equally as hard to comprehend in 1939. The new Town House was a lucrative proposition, with store rents bringing in $229.04 and rent from a Reading-Room (A. Blanchard, Jr.) adding $41.21 to the sum. These amounts, with aid from the State Treasurer amounting to $152.95 for schools and paupers, made up the total of a small town's requirements.

The Town House had seen a bad fire, covered by insurance in the amount of $5,000.00, and was repaired; Cradock Bridge draw was widened to care for larger ships then being built above the bridge; $1,036.74 was paid to Darius Waitt, surveyor of highways, for work done on roads and bridges; and Phebe Porter's note, with four months' interest, was paid in full.

Besides these unusual expenses are the ordinary running expenses of a town: coal, wood and stoves for the five schools, with twelve teachers and assistants; fish, meat, groceries and molasses for the poor and the Alms House; a new stone trough for the Town Pump, and oil for the

street lamps. Firemen's pay, their rebated poll taxes, and suppers after fires, as in the case of the Town House fire, when the bill was $65.00, give one some idea. For the rest — read and be amused! The modesty and sincerity of these good citizens and town fathers, however, served to build our Medford that today is a city of well over sixty thousand population.

STATEMENT.

Of Monies Received and Paid by the Town Treasurer, from February 15th, 1839, to February 15th, 1840.

RECEIPTS.

1839.		Balance in Treasury, Feb. 15th, 1839, as certified by Auditing Committee	$231 07
March.		Received of Jotham Stetson, for rent of Beach on South Street	1 00
"	23.	Received of Phebe Porter, on loan for four months	1500 00
"	27.	Received of N. W. Wait, for cash paid him as Steward of Engine "J. Q. Adams," for watering ships	52 50
May 1.		Received of Jonas Coburn, for rent of Store in Town House	77 50
"	8.	Received of James O. Curtis, for sale of fixtures, &c. belonging to Old School House	12 00
"	29.	Received of T. R. Peck, for Fish Rights on River	39 00
Aug.	2.	Received of Jonas Coburn, for Rent of Store in Town House	77 50
October.		Received of N. W. Wait, for use of Engine "J. Q. Adams,"	4 75
1840. Jan.		Received of State Treasurer, for Pauper Account, 1838	84 98
		Same for School Fund	67 97
		Received of A. Blanchard, Jr., for Rent of Reading Room	41 27
		Received of J. Coburn, for Rent of Store in Town House to Oct. 27, 1839	74 04
		Net amount of Taxes collected and paid over by D. Lawrence, Collector for 1839	7648 56
		Received net balance of D. Lawrence's account as Steward of Engine "J. Q. Adams," to Feb. 15	37 18
			$9949 32

DISBURSEMENTS.

PUBLIC SCHOOLS.

Paid Daniel H. Forbes, for teaching High School, from Jan. 1st, to Oct. 1st, 1839, 9 months at $700 per annum	$525 00	
Paid same for Sundries for use of School	8 61	
		533 61

Paid James G. Foster, for teaching Centre Grammar School, from Jan. 1st, 1839, to Jan. 1st, 1840	575 00	
Paid same for sundries for use of School	4 26	
		579 26
Paid Stacy Baxter, for teaching East Grammar School, from Dec. 17, 1838, to Sept. 28, 1839	454 16	
Paid do for sundries for use of School	2 31	
		456 47
Paid Sarah E. Cram, for assistance in East Grammar School, from April 22, to Dec. 28, 1839, 36 weeks, at $2 per week,		72 00
Paid Sarah E. Sparrell, for assistance in High School, from April 6, to Sept. 28, 1839, 23 weeks, at $1 per week		23 00
Paid Delia Mansfield, for teaching East Primary School, from Dec. 8, 1838, to Dec. 28, 1839, 55 weeks, at $4		220 00
Paid E. C. Graves, for assistance in East Primary School, from Jan. 21, to Dec. 28, 1839, 49 weeks, at $2		98 00
Paid Lavina Richardson, for teaching South Primary School, from Dec. 10, 1838, to April 15, 1839		72 00
Paid Henrietta D. Bassett, for teaching South Primary School, from April 8, 1839, to Dec. 27, 1839, 38 weeks, at $4		152 00
Paid Sylvia T. Sparrell, for assistance in South Primary School, from April 18, to Dec. 27, 1839, 36 1-2 weeks, at $2		73 00
Paid Sarah Abbott, for teaching West Primary School, from Dec. 17, 1838, to Sept. 30, 1839		133 00
Paid Pamelia Symmes, for teaching a school in Westerly part of Town 28 weeks, ending Nov. 9, 1839	35 00	
Paid John Symmes, for use of room for school in Westerly part of Town in 1838–9	16 00	
		51 00
Paid Alexander Gregg, for cartage of 11 tons of Coal, Oct. 1838, and Jan. 1839	11 00	
Paid do Soap Stone Stove, Jan. 1839	87	
Paid do for cash paid for 10 tons Coal, at $7 50	75 00	
Paid cartage of do	10 00	
Paid do of do March 13, 1839	1 00	
Paid same for Soap Stone for South and East School House, and cartage, Nov. 24, 1839	6 12	
Paid do for Stone in South School House, $4. Cartage, 50	4 50	
Paid do for Load Wood for do	8 40	
		116 89
Paid Martin Bunidge, for cash paid for Wood, Chips, &c. for Centre Schools, from March, 1839, to Jan. 1, 1840		26 56
Paid Charles S. Jacobs, for work and stock, at East School House, 1839		28 43
Paid Marshall Symmes, for cash paid for sundries for West School House, in 1838–9		17 09
Paid Jotham Stetson for cash paid for sundries for South School House, in 1838		12 96
Paid James O. Curtis, for cash paid for sundries for South and East School Houses, from Jan. 3, to Oct. 1, 1839		42 57
Paid James W. Brooks, for cash paid for sundries for East School House, Aug. 3, to Nov. 5, 1839		23 77
Paid Geo. W. Porter, for sundries delivered for use of Centre Schools, 1838–9		5 13
Paid Thomas A. Floyd, for Mason Work and materials, at East and South School Houses, November, 1839		22 56

Paid James T. Floyd, for Mason Work, at West and Centre School Houses, in June and July, 1839		8 50
Paid William Roach, for Work and Lumber, at Centre School House, Aug. 20, 1839		10 86
Paid Alden Brooks, for work and stock in finishing a room in South School House, June 27, 1839		31 70
Paid Gilman Chamberlin, for Stove for Centre School House	10 50	
Paid do for Stove and Funnel for West do	7 00	
Paid do for Stove Pipe and sundries for School Houses, Oct. 1838, to March, 1839	10 64	
		28 14
Paid George Howe, for making Fires in Centre School House, 6 months to May 20, 1839		10 00
		$2848 50

SUPPORT OF THE POOR AND ALMS HOUSE.

Feb. 1839. Paid Joseph James, Overseer's account for sundry disbursements	55 64	
Paid John D. Glazier, for services as Keeper of the Alms House and for sundry disbursements, from Jan. 1, to March 29, 1839	55 68	
		111 32
Paid Isaac Wellington, Overseer's account for amount paid Sawtell & Jacobs's Bill Groceries, Nov. 28, 1838, to Jan. 23, 1839	12 65	
Paid do for amount paid Abel Fitz, for Grain, Nov. 14, 1838, and Feb. 9, 1839	17 88	
		30 53
Paid Darius Waitt, balance Overseer's account, Aug. 4, 1839	41 65	
Paid do for sundry disbursements, Dec. 4, 1839	40 00	
		81 65
Paid Charles Johnson, for Shoes, Oct. 4, 1838, to Feb. 25, 1839		8 34
Paid Robert L. Ells, for Groceries from March 7, to June 2, 1839		70 08
Paid Albert H. Butters, for Grain and Groceries, Aug. 12, to Dec. 12, 1839		28 44
Paid James B. Gregg, for Grain and Groceries, May 17, to June 28, 1839	31 24	
Paid do from June 28, to Oct. 29, 1839	74 05	
		105 29
Paid George W. Porter, for Groceries, from Apl 1, 1839, to January 9th, 1840,		21 62
Paid Wm. S. Barker, for Groceries, from July 5th, to Nov. 19th, 1839,		23 80
Paid Hyde & Jordan for Groceries, from March 19th to July 25th, 1839,		5 87
Stephen N. Nichols, for Provisions from July, 1838, to Feb. 6, 1839,		50 65
Paid Fitch & Lawrence for Molasses, Dec. 5, 1838, to Aug. 8th, 1839,		34 50
Paid Silas McIntire, for labor and use of teams, April 4th, 1839,	5 50	
Paid for 12 Bushels Potatoes, at 75 cts.	9 00	
Paid for Pasturage for two cows, from May 14 to Nov. 5, 1839,	28 13	
		42 63

Paid Thomas Pratt, July 29, 1839, for 13,990 lbs. Hay at $11,00 per ton,		76 94
June 24, 1839. Paid Wm. H. Sumner, for Salt Grass,		16 00
Paid Abner Pierce, for Fish, &c. from Nov. 17th, 1838, to Feb. 26th, 1839,		5 53
March 23, 1839. Paid Josiah Symmes, for 50 bushels Potatoes, at 48 cts.		24 00
Paid Samuel S. Green, Jr. for Dry Goods, from April 3d to Dec. 19, 1839,		22 26
Paid Jonas Coburn, for Dry Goods, from May 24th to Aug. 2d, 1839,		11 50
Paid Oliver Blake, for Dry Goods, from June 19th, to Nov. 19, 1839,		11 93
Paid Luther Angier, for bill of Sundries, from Jan. 17, 1838, to Jan. 26, 1839,		3 76
Paid Nathan Childs for Bread, March 27th, and July 2d, 1839,		20 56
Paid J. Whipple, for Fish, Feb. 28, to April 3, 1839,		2 61
Paid Leonard Bucknam, for Lot of Wood, delivered March 28th, 1837,		12 00
Paid Jonas Carter, Jr. for 12 Cords of Wood, at $7,00,—measuring same, 72 cts.		84 72
Paid Timothy B. Parker, for repairing Harnesses, July to Oct. 12, 1839,		3 32
Elbridge Teel, for Wheelwright Work, from March 13, to July 27, 1839,		15 33
Paid Nathan W. Waitt, for Blacksmith Work, from Feb. 5, 1838, to Jan. 1, 1839,		10 75
Paid J. & M. James, for Lumber and Lime, from April 4, 1839, to July 3,		9 07
Paid Alexander Gregg, for 4 tons of Coal, Nov. 9, 1839, and Teaming same,		33 00
Paid William Lawrence for Boarding and Nursing Francis Morgan, 6 weeks at $3,00 per week, Jan. 15, 1839,		18 00
Paid Henry Humphrey, for Services, as Keeper of Alms House, from March 29, to Dec. 29, 1839, at $250 per annum,	187 50	
Paid same for sundry disbursements,	16 26	
		203 76
Paid Trustees of State Lunatic Hospital, for Support of N. Crowell, in 1837,		61 96
Paid Dr. S. Gregg, for Medical Attendance and Medicines, March 1st, 1839, per contract,	40 00	
1838. Aug. 12. Visit and Medicine (Mrs. Derby)	75	
Dec. 12. Do. Mrs. Stackpole,	6 00	
Dec. 31. Do. Mr. Morgan,	11 00	
		57 75
Paid James T. Floyd, for Funeral Charges, Jan. 9, 1839,		5 00
		$1,324 47

HIGHWAYS, BRIDGES, &c.

Paid Daniel G. Lewis, for one day's work on Highway, Jan. 10th, 1838,	1 50
Paid Daniel B. Symonds, for half day's work, March, 1837,	67
Paid Samuel Joyce, Surveyor, for 1838, for cash paid for work on Highways and Materials,	6 78
Paid James W. Brooks, Surveyor, for 1838, work on highway,	2 25

Paid Leonard Bucknam, Surveyor for 1838, for work on highways and materials,	14 87	
Paid same for Rent of Land, 3 y'rs, ending June, 1839, for No. 2, Engine house,	12 00	
		26 87
Paid Nathan Adams, for Work on highways as Surveyor in 1838,		38 12
Paid Darius Waitt, Surveyor of highways for 1839, for work done by himself and others under his direction, from March 19th, to June 25th, 1839,		1,036 74
Paid George W. Porter, for 10 lbs. Powder,	2 00	
Paid do. for Oil, &c. for Street Lamps, from Feb. 6th, to Nov. 14, 1839,	14 06	
		16 06
Paid J. and M. James, for Plank for Sheathing G't Bridge, Nov. 6, 1839,		41 73
Paid Alden Brooks, for 6½ days' work, on G't Bridge at $2,	13 00	
Paid do. for 105 lbs. Spikes, at 7 cts. Nov. 2d, 1839,	7 35	
		20 35
Paid Enoch Plummer, for Widening Draw to G't Bridge, 3 feet, as per agreement,	400 00	
Paid do. for Labor on one extra stringer,	10 00	
Paid do. for Plank, Spikes and Labor,	11 35	
May 31, 1839. Paid do. for 1257 lbs. Pig Iron for Ballast, at 1½ cts.	18 85	
Paid do. for Labor putting on same,	2 00	
		442 20
Paid Samuel Cady for Stone Trough and Setting same, at Town Pump,	45 00	
Paid do. for Repairing Drain and Stone for do. Sept. 1839,	15 00	
		60 00
Paid Nathan W. Waitt for sundry Jobs on Bridge, Town Pump, &c. March 17, to Sept. 27, 1839,		30 32
Paid Nathan W. Waitt, for hoisting Draw to G't Bridge, from June to Dec. 8, 1838,		6 75
Paid John P. Clisby, for work on Bridge and Pump, May 28th, to 30, 1839,		5 00
Paid Timothy Cotting, for Guide Boards, &c.		3 25
Paid Oliver H. Floyd, for lighting Street Lamps, from Jan. 12th, to May 12th, 1839,		23 00
Paid A. Hemphill, for cash paid for Globe Lantern, for Stone Lamp Post,		3 50
		$1,765 09

FIRE DEPARTMENT.

Paid Members of Engine Co. No. 1, 17 Poll Taxes, 1838,	25 50	
Paid do. for compensation, 1839,	31 00	
		56 50
Paid A. Kingman, for Painting Engine No. 1, and Hose Carriage,		18 00
Paid Benjamin Moor, for Crane Neck, Ironing Hose Carriage, &c., &c., Sept. 10, 1839,		29 91
Feb. 1839. Paid Timothy B. Parker, for Oil,	2 25	
Sept. Paid do. for Sundries, for Engine No. 1,	12 73	
Oct. Paid do. for do. do.	2 75	
		17 73

Paid Elbridge Teel, for repairs, &c., on Engine No. 1,		5 00
Paid Horatio N. Peak, for cash paid for Lantern, for No. 2 Engine,		12 00
Paid do. for teaming Engine to Boston and back,		3 00
Paid Members of Engine Co., No. 2, for Poll Taxes refunded for 1838,		28 50
Paid do. for compensation, for 1839,		28 00
Paid Wm. Roach, for work on Engine House	1 50	
Paid do. for amount paid Carleton, for refreshments, after fire, Aug. 5th, 1839,	10 50	
		12 00
Paid Wm. C. Hunneman, for repairs on Engine No. 2, May 20th, 1839,		55 75
Paid Albert H. Butters, for Oil, &c., for Engine No. 2, Sept. 14th, 1839,		3 25
Paid Timothy B. Parker, for Sundries, for Engine No. 2, April 13th, 1839,		14 75
Paid do. for do. do. do. Oct. 17th, 1839,		5 75
Paid Members of Engine Co. No. 4, for compensation, 1838,		31 00
Paid Members of Engine Co. No. 4, for compensation, 1839,		45 00
Paid do. for Poll Taxes refunded, for 1838,		36 00
Paid George W. Symmes, for work on Engine No. 4, March, 1839,		4 61
Paid Elisha Stetson, for amount paid for repairs on Engine No. 4, Nov. 1838,		1 37
Paid Wm. C. Hunneman & Co. for bill and fixtures,	16 00	
Paid do. for 1 pair Torches,	10 00	
Paid do. for 1 Lantern and Socket, for Engine No. 4, May, 1839,	10 00	
		36 00
Paid Wm. G. Parker, for Sundries, for Engine No. 4, Feb. 1839,		15 50
Paid George W. Porter, for Oil and Sundries, for Engines No. 2 and 4, 1839,		4 78
Paid Mr. Riley, for repairing Hose, &c., for Engine No. 4, Dec. 1839,		7 50
Paid Members of Hook and Ladder Company, for Poll Taxes refunded, for 1838,		21 00
Paid same for compensation for 1839.		15 00
Paid George W. Symmes, for repairing Fire Hooks, March, 1839,		1 00
Paid Alden Brooks, for 49 ft. Ladders, at 25cts. July, 1839,		12 25
Paid Augustus Baker, for Refreshments furnished Members of Engine Co. No. 2, after fire, Feb. 6, 1839,	15 00	
Paid same for do. do. do. to Members of 3 Eng. Companies from Charlestown, and one in Medford, after the fire on Island, April 11th, 1839,	45 00	
		60 00
Paid Augustus Baker, for Refreshments furnished Members of Engine Co. from Malden, after the alarm of fire, Aug. 2, 1839,		15 00
Paid same for do. do. to Members of Engine Companies, after the fire at the Town House, 27th Oct. 1839,		65 00
Paid Silas Carleton for Refreshments furnished Members of Engine Companies, after the fire Feb. 6, 1839,		25 00
Paid same for do. do. do. after the fire at the Town House, 27th Oct. 1839,		65 00
Paid Albert H. Butters for Groceries delivered for firemen, after the fire 27th Oct. 1839,		33 43
		$784 58

NOTES PAYABLE AND FOR INTEREST.

1839. March 21. Paid Lowell Institution for Savings, one year's interest on $4,000, at 5¼ per cent.		210 00
April 5. Paid Nathan Wait interest on note, March 5th,		28 50
June 1st. G. W. Porter, for interest on money advanced to pay Plummer's bill for widening draw to Great Bridge,		2 21
Paid J. B. Blanchard, of Billerica, for interest on note formerly held by Leonard Bucknam, 2 years int. ending Jan. 1, 1839,		42 67
July 23. Paid Phœbe Porter's note and interest on do. March 23, 1839, for 4 months,		1530 00
Oct. 2. Paid John Parker, of Boston, for 1 yr's interest on note of $6,000, at 5 pr ct.		300 00
Oct. 8. Paid David Bucknam for 1 year's int. on three notes, am't'g to $2,200, at 5 pr ct.		110 00
Nov. 1st. Paid Lowell Institution for Savings, 1 year's int. on $2,100 at 5 pr cent.	105 00	
Same for time extended in payment of do.	1 00	
		$106 00
Nov. 1st. Paid N. Blanchard for 1 year's int. on note of $650 00,		39 00
29. Paid Betsey W. Butters for 1 year's interest on note of $300 00		18 00
1840. Jan. 1st. Paid Selectmen for 1 year's int. on Secomb legacy of $700, to be distributed to Poor Widows, &c.		42 00
		$2,428 38

SALARIES, FEES, &C.

Paid Nathan Adams, for services as Assessor, for 1839,	42 50	
Paid John T. Cram, do. do. do.	36 75	
Paid James W. Brooks, do. do. do.	40 25	
		119 50
Paid Oliver Blake, for services as Auditing Committee, and preparing Statement of Receipts and Expenses of the Town, from Feb 15, 1838, to Feb. 15, 1839, and superintending the printing of the same,		16 00
Paid Milton James, for do. do. do. do.		16 00
Paid John Clough, for 4 days' services as Auditing Comm. and making list of Taxes, for 1838,		7 00
Paid Aaron Blanchard, for Ringing Bell, from Dec. 1st, 1838, to Dec. 1, 1839,		50 00
Paid John Sparrell, for services as Committee on Medford Pond,	4 00	
Paid do. for Warning Town Meetings, and cash paid for printing Notifications,	8 00	
Paid do. for serving Writ on Wm. Hall, and committing him to House of Correction,	2 80	
Paid do. for writing lease of Store in Town House, to Jonas Coburn, Jan. 18th, to Apr. 1, 1839,	2 00	
		16 80
Paid John P. Clisby, for services as Committee on Medford Pond, Jan. 24 and 25, 1839,		4 00
Paid Oliver Blake, for preparing Lists of Voters, for the year 1839,	3 00	
Paid do. for recording 136 Births and Deaths,	10 88	
Paid do. for services as Town Clerk, 1838,	50 00	
		63 88

Paid Abner Bartlett, for Advice, Affidavit, and Writ *vs.* Edward E. Nash, Collector, on his Bond to Treasurer, Nov. 1837, -		4 00
Paid Wm. B. Rimick, for evidence before committee of Legislature, concerning Medford Pond, Jan. 24, 1839, - - -		1 50
Paid Lorenzo Braman, for do. do. do. do. do. do. - - -		1 50
		$300 18

ON ACCOUNT OF LAW SUITS.

Paid A. W. Austin, for Fees as Attorney for Town, in suit First Parish *vs.* Town, Sept. 1836, to Jan. 1839, -	90 00	
Paid Rufus Choate, Attorney for Town, in suit First Parish *vs.* Town, Jan. 1839, - - - - - -	75 00	
Paid Abiel Holden, Deputy Sheriff, for costs of Writ of possession in favor of the First Parish *vs.* Town, July 23d, 1839, - - - - - - -	109 99	
		274 99

MISCELLANEOUS ACCOUNTS.

Paid Boston Soap Stone Co. for Stove for Committee Room, in Town House, Jan. 7, 1839, - - - - -		14 00
Paid S. N. Dickinson, for Printing, Paper, and Binding 350 copies, Statement of Expenses, &c., Feb. 15, 1838, to Feb. 15, 1839, -		27 50
Paid Oliver Blake, for cash paid for public Notification Box.	2 00	
Paid do. for Stationery, for use of Town Officers and Committees, 1839, - - - - - - -	3 75	
		5 75
Paid James Hyde Jr., for Glazing Sky Light, in Town House,	3 00	
Paid do. for Street Lantern, - - - - -	1 12	
Paid do. for Painting and Lettering Guide Board, -	3 00	
Paid do. for repairing Street Lanterns, - - -	3 37	
Paid do. for Painting Black Board, Jan. 13, 1838, to March, 1839, - - - - - - - - -	50	
		10 99
Paid Alden Brooks, for fitting up Store in Town House, as per contract, - - - - - - -	100 00	
Oct. 1839. Paid do. for Sundry work on Town House Stores, and cash paid for Locks, Hinges, &c., -	28 90	
Paid do. for work on Bridge, - - - - -	50	
		129 40
Paid Lewis Clark bill, for Painting in Town House Store, as per contract, - - - - - - -	18 00	
Paid do. for Glazing Windows, in Town House Cellar, &c.,	5 00	
		23 00
Paid James Tufts, for White Washing Walls, in Town House Store,		3 00
Paid Medford House Co., for use of Hall, for Town Meeting, Dec. 9th, 1839, - - - - - - - - -		10 00
		$223 64

Sum total of Receipts into the Treasury, from Feb. 15th, 1839, to Feb. 15th, 1840, - - - - - - - - -	9949 32

Sums total of disbursements within same dates, viz.

For support of Schools,	2848 50
" support of Poor and Alms House,	1324 47
" Highways, Bridges, &c.	1765 09
" Fire Department,	784 58
" Notes payable and interest,	2428 38
" Salaries, Fees, &c.	300 18
" Lawsuits,	274 99
" Miscellaneous accounts,	223 64
	$9949 83
Probable amount of outstanding demands on the Town, exclusive of cost of New Engine and Hose,	1200 00

The subscribers, a committee to audit the accounts of the Treasurer, having examined the same, certify that the foregoing account is found correctly entered and cast, and the payments truly vouched, the balance of said account being fifty-one cents due the Treasurer.

OLIVER BLAKE,
JOHN CLOUGH,
JOSEPH JAMES.

MEDFORD, FEB. 15, 1840.

SUMMARY.

Of Receipts and Expenditures of the Town of Medford, from Feb. 15, 1839 to Feb. 15, 1840.

Being an abstract of foregoing account, including outstanding demands.

EXPENDITURES.

For the support of Schools,	3204 92
" the support of the Poor,	1301 18
" repairs of Highways, Bridges, &c.	1694 15
" Fire Departm't, exclusive of new Engine,	1069 94
" interest on Town Debt,	928 38
" Salaries, Fees, &c.	385 00
" Account of Lawsuits,	209 99
" Miscellaneous Accounts,	275 00
	$9068 56

RECEIPTS OR INCOME.

From Tenements in Town House,	270 31
" Fish rights, &c.	52 00
" State on account of School Fund,	67 97
Net income from Engine J. Q. Adams, for watering ships, as per accounts of N. W. Waitt and Daniel Lawrence, Stewards	54 43

From Alms House Establishment, viz.		
Proceeds from sale of Swine, &c. - - - -	44 39	
From proceeds of Oakum sold Waterman & Ewell -	62 47	
Balance of Silas McIntire's account - - -	4 00	
Amount due from the State for State Paupers - -	36 00	
Account against Mrs. B. Tufts for support of Watts Turner	28 50	
Amount due from Town of Methuen for assistance rendered John F. Messer and family - - -	12 00	
Amount for labor, by Keeper and Inmates of A. House, and team on High Ways - - - - -	25 25	
		212 61
		$657 32
Net amount of expenses for the year 1839 - - - -		$8411 24
		$9,068 56

TOWN HALL.—Aaron Blanchard's Account as Steward.

RECEIPTS.

1839. Feb. 15. Cash on hand - - - - - -	3 83
For use of Hall, viz.	
March 27. Cash of Mr. Green, for balance due from Lyceum -	5 00
May 2. Do of A. F. Knight, for Concert - - - -	5 00
" 26. Do of Mr. Wetherbee, for Singing School - -	25 00
July 22. Of Mr. Crosby, for Temp. Society - - -	5 00
Aug. 14. Do of Henry F. Teel, for Glee Club - - -	18 25
1840. Jan. Do of Mr. James, for Anti Slavery Society - -	5 00
Do of Mr. Badger, for one evening - - - - -	1 50
	$68 58
Outstanding demands for use of Hall, viz.	
Mr. Hubbard for use of Hall, March 23, 1837, - - -	1 50
1838. Medford Social Singing Society, - - - -	6 00
1838. Use of Hall, for Whig Caucus, - - - -	1 25
1839. Do. do. Democratic do. - - - - -	1 25
" Do. do. do. do. - - - - - - -	1 00
Joseph Gould, for Use of Hall to March 21, 1839, for Singing School,	26 69
July 7, Mr. Warren, Agent for the Colonization Society, - -	1 00
Oct. 20. Mr. Bowen, - - - - - -	5 00
Medford Temperance Society, to May 14, 1839, - - -	12 25
Ebenezer W. Chamberlain for Singing School, - - -	1 25
	$57 19

DISBURSEMENTS AS PER VOUCHERS.

1839. March. Paid E. T. Hastings, for 10 galls. Oil, at $1.15 -	11 50
June 26. Paid E. Richardson for Cleaning Town Hall, - -	1 50
Oct. 9. Paid T. A. Floyd, for work in Hall, - - -	2 50
Oct. 28. Paid Winthrop Guptell, for moving Hall furniture, &c. after the fire, - - - - - - - -	2 25
Wm. Hadley, for cleaning stove pipe, - - - -	38

My services as Steward, viz.	
Taking care of Hall, and opening the same 89 times, including town meetings, at 50 cts.	44 50
Taking care of and opening Committee Room, since the Hall was burned, 9 times, at 25 cts.	2 25
	$64 88
Cash on hand to balance,	3 70
Medford, Feb. 15, 1840.	$68 58

Foregoing account has been examined by Committee and found correct.

Daniel Lawrence, Collector for 1839, in account with George W. Porter, Town Treasurer.

			Dr.
To Tax voted by Town, for 1839, was		$8,000 00	
Overlaid by Assessors,		185 68	
County Tax,		1,288 18	
			$9,473 86
1839.			*Cr.*
June 21. By Cash and Town Orders,		135 00	
" 25. Do. do.		368 43	
" 27. Do. do.		507 82	
" 28. Do. do.		851 70	
" 29. Do. do.		948 87	
" 29. Do. do.		1,236 75	
July 1. Do. do.		1,016 27	
" 2. Do. do.		2,435 36	
Oct. 13. Do. do.		63 90	
			7,564 10
1840.			
Jan. 3 per cent. discount made on amount paid in, July 1st,		225 00	
Abatements made on Tax Bills by Assessors,		207 33	
Taxes suspended by do.		10 05	
Commissions for Collection,		94 74	
County Treasurer's receipt,		1288 18	
Jan. 10. Cash to Balance,		84 46	
			1909 76
			$9,473 86

[No attempt has been made to present a fac-simile of the foregoing report. The original pamphlet was printed in pica type, with footings on each page carried forward to the top of the succeeding page. Obviously, such a procedure in the reprint would be incongruous. Several typographical errors have been corrected.]

A TREASURE TROVE OF THE FUTURE.

Perhaps five or six hundred years from now, when the ravages of a New England climate and the disintegrating elements of nature have done their work, there will come to light in Medford relics that in the year 1938 were sealed in the concrete base of the War Memorial at Oak Grove

Cemetery. This memorial is today in the process of construction, yet early in the autumn of last year, when the solid concrete foundations were being built, there was sealed away a Treasure Trove for Medford of the future.

The base of this great monumental memorial is 15′ 0″ x 15′ 0″ and is set 8′ 0″ into the ground on hard pan over a ledge. The weight of this base is approximately one hundred thirty-seven tons, and it is of solid concrete. Rising from the center of this base is a block of concrete four feet square, in the center of which is a well one cubic foot in size. This block weighs almost five tons, and later will become the heart or core of a massive buildup or monument. Immediately on top of this block there has been mounted the base stone or shaft portion of a marble column, which will be surmounted by a bronze figure. This base weighs nearly twelve tons, and rests directly over the Treasure Trove. On this is set the middle section of the shaft, a section which is a panel of symbols, and at the top the third section or semi-sphere, which will support the bronze figure. With the weight of these other sections considered our box rests beneath some eighteen tons of marble. Around the block containing the box there is "pyramiding" to the bottom of the shaft proper, consisting of four huge carved eagles at the corners, and three decorative steps or setbacks between the eagles at each side

All of the above sets in the center of the top or paved terrace, which is enclosed with a decorative balustrade, and when completed it will tower some twenty-odd feet above the floor of the terrace and more than one hundred feet above Winthrop Street and Playstead Road.

The actual box containing the "gift to the future" is of heavy-gauge zinc, with cover of the same material extending well down on the sides. When the box was set into its well there remained a shallow depth at the top, and into this was placed a sealing layer of cement, which hermetically sealed the well and its contents until such time in the distant future when the monument may have to be rebuilt or has disintegrated into dust.

The contents of the Treasure Trove are:

Letter from Mayor Carr to the future.
Letter from Charles S. Morgan, President, Medford Historical Society.
Map of the City of Medford, 1938.
Map of Salem Street Cemetery, 1937.
Poll List and Town Report, 1838, and Poll List, 1938.
Souvenir Book, City Hall Dedication.
First twenty issues of the *Medford Record.*
Medford Mercury, Nov. 9 and 16, 1923, World War Memorial Dedication.
January through August, 1938, *Readers' Digest.*
Boston Transcript, Oct. 5, 1938.
Boston Post, *Herald* and *Globe*, Oct. 6, 1938.
Brief History of Medford, George S. Miller.
Revised Charter of the City of Medford.
Photographs of the Site.
High School Centennial issue of the MEDFORD HISTORICAL REGISTER.
"Schoolhouses of Medford," Dr. Edward W. Barrett.
"Round About Middlesex Fells," Ruth D. Coolidge.
"A Pageant of the Mystic," Ruth D. Coolidge.
Membership of Standing Committees, Medford Board of Aldermen, 1938.
"Medford in the Revolution," Helen T. Wild.
Souvenir Book of Medford's 275th Anniversary.
Souvenir Program of Medford's 275th Anniversary.
Medford Post, No. 45, American Legion, Membership Roll.
Medford Post, No. 45, American Legion, September Bulletin.
Medford Chapter, Disabled American Veterans, Membership.
Medford Chapter, Disabled American Veterans, Bulletins.
Medford Chapter, Disabled American Veterans, Sealed Envelope.
List of Medford Disabled Veterans, The World War.
Two Photographs of the Lawrence Light Guard.
Photograph of Ground-breaking for New High School.
Program of Reception and Banquet to Mayor John C. Carr.
1938 Inauguration and Reception Invitation and Ticket. Also Program.
Penny, 1930; Quarter Dollar, 1936; Nickel, Dime, and Half Dollar, 1937.
Victory Liberty Loan Medal.
Medford, Boston, and Massachusetts Tercentenary Seals.
Medford Tercentenary Badge Souvenir.
Souvenir Key to Massachusetts Hospitality.
Souvenir Medal Commemorating Amelia Earhart's Trans-Atlantic Flight.
Souvenir Medal, 125th Anniversary of Boston's Evacuation.
American Legion and Disabled American Veterans Insignias.
Cannon Mountain Aerial Tramway Descriptive Circular and Ticket.
"Historic Guide Book of Medford," MEDFORD HISTORICAL REGISTER.
"New Hampshire Soldiers in Medford," MEDFORD HISTORICAL REGISTER.
"Revue of Medford in 1936," MEDFORD HISTORICAL REGISTER.
"Medford Tercentenary Celebration," MEDFORD HISTORICAL REGISTER.
"Elizur Wright, Father of the Fells," MEDFORD HISTORICAL REGISTER.
"Lawrence Light Guard," MEDFORD HISTORICAL REGISTER.
"Medford Artillery," MEDFORD HISTORICAL REGISTER.
"Medford Women in War Work," MEDFORD HISTORICAL REGISTER.
"Committee on Public Safety," MEDFORD HISTORICAL REGISTER.
"Memorial Day," MEDFORD HISTORICAL REGISTER.
"Lawrence Light Guard Home from Border." MEDFORD HIST. REGISTER.
Political Circulars and Miscellaneous Articles, thrown into box as it was sealed.

—PETER TUFTS.

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MEDFORD · HISTORICAL · SOCIETY
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1896

Vol. XLII.] [No. 2.

HISTORICAL REGISTER

June, 1939

Saltonstall-Brooks

PUBLISHED BY THE

MEDFORD HISTORICAL SOCIETY

MEDFORD, MASSACHUSETTS

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MEDFORD HISTORICAL REGISTER.

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Wade S. Hervey, President

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Committee on Publication.

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I give and bequeath to the Medford Historical Society, in the city of Medford, Mass., the sum of _____ Dollars for the general use and purposes of said Society.

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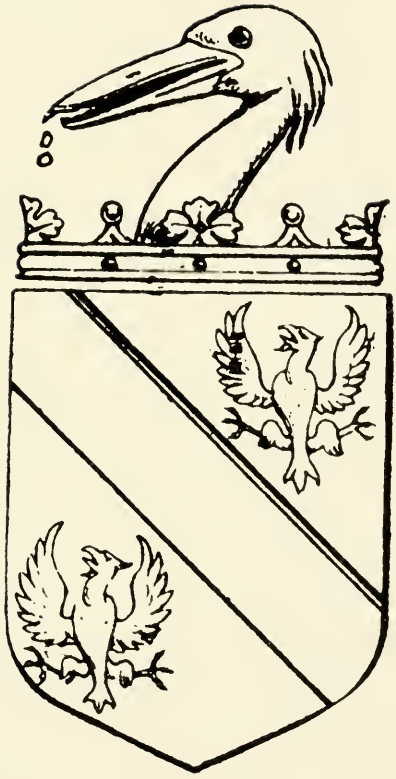


SALTONSTALL.

HIS EXCELLENCY LEVERETT SALTONSTALL.
Governor of the Commonwealth of Massachusetts.
1939.

The Medford Historical Register.

Vol. XLII. JUNE, 1939. No. 2.

GOVERNOR SALTONSTALL'S FORBEARS.

Compiled by Wade S. Hervey.

IN PREPARING a genealogical sketch of the Saltonstall family one is not only impressed with the more than seven centuries that the line may be definitely traced, but also with the fact that during these seven centuries practically every generation has produced outstanding men who have served their respective countries and their fellowmen. Certainly, if the inherent qualities of one's ancestors in faithful and God-fearing public service may serve as a yardstick, Leverett Saltonstall was born to lead and serve.

Since the first Saltonstall came to these shores in 1630, when Richard made a name for himself and became a Governor's Assistant (comparable to what is a Lieutenant Governor today), each succeeding generation has served either its city, state, nation or fellowmen with outstanding, courageous ability. By marriages the Saltonstall forbears have further enhanced the background of Governor Saltonstall, and a study of his ancestral chart finds the names of Governors Leverett, Sullivan and Brooks in direct line, not to mention Governors Bradstreet, Dudley, Adams, Everett and Boutwell, as well as John Adams and John Quincy Adams, second and sixth Presidents of these United States, all well within the family circle.

The earliest date at which the name seems to be recorded is in "Rotuli Hundredorum," 4th Edward 1, or 1276. However, at about that time there was a hamlet by the name of Saltonstall, in England, and there is every reason to believe that it had acquired its name

from the family who owned vast holdings there, which were retained by the family for eight generations and were ultimately inherited by Samuel, the father of Sir Richard Saltonstall, whose son Richard we will number 1 in the line of American descent.

Thomas de Saltonstall, of the West Riding of Yorkshire, is the first of the name of whom any record is preserved. He had two sons, John and Richard, who, with William de Saltonstall, were granted moieties of two parts of a sixth part of Saltonstall (17 Edward III, 1343), with reversion of dower held by Isabel, mother of John de Brownhirste. Richard at Halifax, in 1376, received from John Cape a sixth part or sextondale of Saltonstall. A Richard, in 1475, surrendered these same lands to his son Gilbert and in 1507 Gilbert gave the lands to his son Richard. This Gilbert died in 1518, leaving a brother Edward, and sons Richard, Edward, and William. Richard held the same lands until his death, when they passed to Richard, his son and heir. He made fine of heriot* for the said lands in 1538, and having had issue Gilbert, the estate descended to his son Samuel.

a. We now come to a Gilbert Saltonstall of Halifax, who had a seat at Rookes Hall in Hipperholme, which he purchased of an ancient family of that name, in 1565, with other lands. He is credited by many as being the first of the line of American Saltonstalls, or three generations earlier than Richard, whom we list as number 1, the first to establish the American line. The wife of Gilbert is known only as Isabel. They had three children: Samuel, Mary, and Richard.

"The Saltonstalls had been seated at an estate called Rookes in Hipperholme adjoining North Ouram, since the year 1565, when it was purchased by Gilbert Saltonstall of Halifax. His son, Samuel of Rookes, was the father of Sir Richard, who with Governor Winthrop

---

*A heriot was a feudal service, tribute or fine, as the best beast or other chattel, payable to the lord of the fee on the decease of the owner, landholder or vassal.

and others got up the well-known expedition to New England in 1630."

b. Samuel, son and heir of Gilbert, owned Rookes and Huntwicke. In 1597 he made fine of heriot for the ancient lands in Saltonstall. He died January 8, 1612–13, and was referred to as of Kingston-upon-Hull. Watson, in his "History of Halifax," calls him "Sir Samuel," and thinks he was knighted. He was three times married. His first wife was Anne Ramsden; his second, Elizabeth Ogden; and his third Elizabeth Armine, widow of Hugh Armine, mayor of Hull, who died 1606. By his first wife he had Richard and Gilbert. By his second, Samuel, John, Thomas, Anne, Elizabeth, George, Mary, Margaret, and Barbara.

c. Sir Richard Saltonstall of Huntwicke was born in 1586, by Samuel's first wife Anne, daughter of John Ramsden, lord of the Manor of Ledsham, near Leeds. After the death of his first wife he sold his lands and removed with his children to New England. First Associate, Massachusetts Bay Company, and was appointed First Assistant. He commenced the settlement of Watertown in 1630; returned to England in 1631. He was an original patentee of Connecticut, with Lord Say and Seal, Lord Brook, and others, and ever maintained a strong interest in the New England colonies. He died about 1658, leaving a legacy to Harvard College. He married, first, Grace, daughter of Robert Kaye of Woodsome, Esquire. Children by this marriage were Richard, Rosamond and Grace (twins), Robert, Samuel, Henry, and Peter. His second marriage to Elizabeth, daughter of Sir Thomas West (Lord Delaware) and his third to Martha Wilfred were without issue.

From this point we shall list the Leverett Saltonstall line and start with 1. Richard. Figuring from Gilbert, however, this Richard would be 4, or from Thomas de Saltonstall, the earliest on record, 13.

1. Richard Saltonstall, the progenitor of the line in Massachusetts, son of Sir Richard of Huntwicke,

Knt., was born at Woodsome, seat of the Kaye family, Yorkshire, in 1610; matriculated as "Mr. Fellow Commoner" in Emmanuel College, Cambridge, December 14, 1627. He came with his father to New England in 1630, before taking a degree. Was admitted freeman May 18, 1631. He returned to England in 1631, where he remained about four years and a half and married in June, 1633, Muriel Gurdon, daughter of Brampton of Assington, Suffolk, Esquire, and Muriel Sedley Gurdon. He embarked at London, 1635, in the *Susan and Ellen*, with his wife Muriel, aged twenty-two, and daughter Muriel, aged nine months, and settled in Ipswich, Mass. He was a Deputy to the General Court in 1635–37, and an Assistant from 1637 to 1649, in 1664, and from 1680 to 1683. He visited England several times, the last time in 1683, and died at Hulme, Lancaster, the seat of his son-in-law, Sir Edward Moseley, April 29, 1694.

Children: Muriel, Richard, *Nathaniel*, Abigail and Elizabeth. The descent is:

2. NATHANIEL, son of Richard, born at Ipswich, Mass., about 1639; graduated from Harvard College, 1659; married December 28, 1663, Elizabeth Ward, born April 9, 1647, daughter of Rev. John and Alice (Edmunds) Ward of Haverhill, where he settled, when his father made a settlement upon him of eight hundred acres of land at Ipswich, and other lands. He took the oath of freeman in 1665; was chosen Representative in 1666; from 1669 to 1671 was Town Clerk of Haverhill; from 1679 to 1686, colonel of Essex Regiment; Assistant, 1679 to 1686, and again in 1689 to 1692 (from 1680 to 1683 both he and his father were Assistants); Member of the Council; Judge Oyer and Terminer Court 1692; refused to serve in witchcraft trials. He died May 21, 1707, and his widow Elizabeth died April 29, 1741.

Children: Gurdon, Elizabeth, *Richard*, Nathaniel and John. The descent is:

3. RICHARD, son of Nathaniel, born April 25, 1672;

BIRTHPLACE OF ELEANOR BROOKS SALTONSTALL.
Built by Peter C. Brooks, 3d, in 1860.

graduated from Harvard College in 1695; married March 25, 1702, Mehitable, daughter of Captain Simon and Sarah Wainwright of Haverhill, and granddaughter of Francis Wainwright of Ipswich; Representative from Haverhill in 1699; major 1704; afterwards colonel of regiment; died April 22, 1714. Administration was granted to his nephew, John Denison, June 28, 1714, and the same day Rev. Roland Cotton was appointed the guardian of his children.

Children: *Richard*, Ward, Nathaniel and Elizabeth. The descent is:

4. RICHARD, son of Richard, born at Haverhill, Mass., June 24, 1703; graduated from Harvard College in 1722; in 1726 commissioned as colonel at the age of twenty-three; Judge of Superior Court, 1736, at the age of thirty-three until his death, which occurred October 20, 1756; Representative from Haverhill in 1728, and often afterwards. He married first, in June, 1726, Abigail Waldron, born 1702, descendant of Richard Waldron, who came to New England in 1635. She died March 16, 1735. He married second, Mary Jekyll, daughter of John Jekyll, Esq., Collector of Customs at Boston. She died at Boston, March 4, 1740, without issue. He married third, Mary Cooke, daughter of Elisha Cooke, Jr., by wife Jane, granddaughter of Richard Middlecott, Esq., of Boston, who married in 1672 a niece of Governor Edward Winslow and a granddaughter of James Chilton, who came on the Mayflower. Mary Cooke was a granddaughter of Elisha Cooke, Sr., Esq., who married Elizabeth, daughter of Governor Leverett. He died October 20, 1756.

Children by first wife, Abigail: Abigail, Elizabeth, Richard, William and William.

Children by third wife, Mary: *Nathaniel*, Mary, Middlecott, Cooke and Leverett.

The descent is by the third wife and is:

5. NATHANIEL, son of Richard by his third wife;

born February 10, 1746; graduated from Harvard College in 1766; physician; lived in Haverhill, Mass.; avoided public life, and devoted himself to his profession; was supporter of the patriot cause, and through life enjoyed the esteem of his fellow-citizens. He died May 15, 1815, aged sixty-nine. He married October 21, 1780, Anna, daughter of Samuel and Sarah White of Haverhill, born April 12, 1752; died October 21, 1841, aged eighty-nine. She was a descendant of William White of Ipswich, 1635, one of the first settlers of Haverhill, 1640.

Children: Mary Cooke, *Leverett*, Nathaniel, Anna, Sarah, Richard and Matilda.

The descent is from the oldest son and is:

6. LEVERETT, son of Nathaniel, born June 13, 1783; graduated from Harvard College in 1802; studied law with Hon. William Prescott (then of Salem); was eminent as an advocate; Speaker of Massachusetts House of Representatives; President of the Senate; first mayor of Salem; Representative in Congress; President of the Bible Society; President of the Essex Bar; President of the Essex Agricultural Society; Fellow American Academy; member of Massachusetts Society; LL.D., Harvard University, 1838, and member Board of Overseers, Harvard University. He died May 8, 1845. He married March 7, 1811, Mary Elizabeth, daughter of Thomas Sanders, Esq., merchant of Salem, born February 29, 1788; died January 11, 1858.

Children: Anne Elizabeth, Caroline, Richard Gurdon, Lucy Sanders and *Leverett*.

The descent is from the youngest child and is:

7. LEVERETT, son of Leverett and Mary E. (Sanders) Saltonstall, born March 16, 1825, in Salem; graduated from Harvard College in 1844; A.M., LL.B., 1847; Overseer Harvard University for three terms, eighteen years; member Massachusetts Historical Society; married October 19, 1854, Rose S. Lee, daughter of John

Clarke and Harriet (Rose) Lee of Salem, born January 24, 1835.

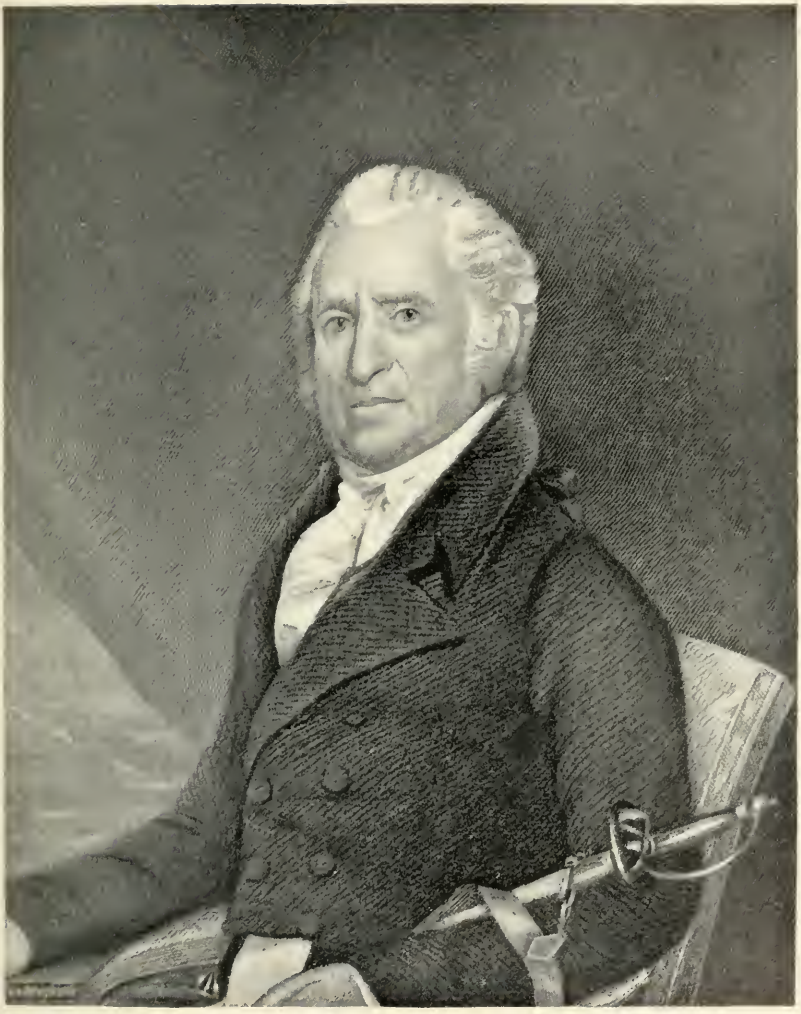
Children: Leverett, *Richard Middlecott*, Rose Lee, Mary Elizabeth, Philip Leverett and Endicott Peabody. The descent is from the second child and is:

8. RICHARD MIDDLECOTT, son of Leverett and Rose (Lee) Saltonstall, born October 28, 1859; graduated from Harvard College in 1880; Harvard Law School two years, continuing his legal studies with Hon. William Caleb Loring of Boston; admitted to the Massachusetts Bar in 1884; U. S. Circuit Court in 1891; married at Medford, October 17, 1891, Eleanor Brooks, daughter of Peter Chardon and Sarah A. (Lawrence) Brooks, born September 18, 1867. The Brooks line descends from Thomas, who first settled in Watertown, and was one of the "townsmen then inhabiting," to whom the Beaver Brook plowlands were granted in 1636. He was admitted freeman December 7, 1636, while he resided in Watertown. He moved very soon from Watertown to Concord, of which he was captain, and he received various other appointments of honor and trust. The General Court appointed him constable of Concord, December 8, 1638, and he was Representative in 1642, '43, '44, and four years after 1650. In 1640 he was apprizer of horses, cattle, etc., for the purpose of taxation, and appointed to prevent drunkenness among the Indians. In 1657 he purchased of the commissioners of the General Court, for £5, the right of carrying on the fur trade in Concord. In 1660 he and his son-in-law, Timothy Wheeler, jointly purchased of Edward Collins four hundred acres in Medford for £404, two-thirds for himself, and one-third for Wheeler. His wife Grace died May 12, 1664, and the next October 22 he sold his house-lot in Concord, but he remained in Concord and died there May 21, 1667, intestate. His inventory, by Deacon Merriam, Deacon Potter, and George Wheeler, amounted to £448 3s., and his debts to £26 5s. 2d. His three sons and son-

in-law presented the inventory for probate, June 16, 1667, and the next day signed the following agreement:

> Whereas Thomas Brooks, of Concord, has left an estate, and the sons of the said Thomas, not willing to trouble the Court, hath jointly agreed as followeth: That the inventory taken by Deacon Merriam, Deacon Potter, and George Wheeler shall be accounted the full estate of Thomas Brooks, 2d. We do agree that Joshua Brooks shall have a double portion out of the lands at Medford, and that the three other sons, Capt. Timothy Wheeler, Caleb Brooks, and Gershom Brooks, to have equal portions, only Caleb and Gershom are to have the remainder of the said lands, after Joshua is first accommodated, as a part of their portion, and Timothy Wheeler out of the movable estate, and all to be distributed by [to] them by these three parties that took the inventory; unto whose final determination we do severally bind ourselves in a bond of £100 apiece, to stand unto us. We do impress by our hands to this present writing the 17th June, 1667.
>
> Signed in the presence of (Signed) Timothy Wheeler.
> Hugh Mason, Joshua Brooks.
> Joseph Easterbrook. Caleb Brooks.
> Gershom Brooks.

This line produced Governor John Brooks, Rev. Edward Brooks, who was graduated from Harvard College in 1757, where he was librarian for a short time, and who was chaplain on board the frigate *Hancock* in 1777; his wife, through her mother, a lineal descendant of the famous Puritan divine, John Cotton. Others were equally distinguished, including Peter C. Brooks, who became one of the wealthiest men of Boston; Edward Brooks, graduated at Harvard in 1812, and who studied law in the office of the Hon. Benjamin Gorham, his uncle; an ardent agitator for temperance; a Representative in 1834–37 and 1842; one of the founders of the Perkins Institution for the Blind, and the first president of the General Theological Library, and for whom the Brooks Grammar School was named; Gorham Brooks, graduated at Harvard in 1814, who studied law in the office of Hon. Joseph Lyman, of Northampton, only to later abandon the legal profession to enter mercantile pursuits, where he was



HIS EXCELLENCY JOHN BROOKS.
Governor of the Commonwealth of Massachusetts, 1816–1823.

eminently successful; a Representative in 1847; Charlotte Gray Brooks, who married Edward Everett, Governor of Massachusetts in 1836, and later Ambassador to the Court of St. James's, 1841; Abigail Brown Brooks who married Charles Francis Adams, son of John Quincy Adams and grandson of John Adams, second President of the United States. He also became Ambassador to the Court of St. James's, 1861; was Congressman, U. S. Senator, Representative of the United States at Geneva in connection with the Alabama Claims, and at one time declined the presidency of Harvard College, where he had been graduated in 1825; he later studied law in the office of Daniel Webster.

Children: *Leverett*, Eleanor, and Muriel Gurdon. The descent is:

9. LEVERETT, son of Richard Middlecott and Eleanor (Brooks) Saltonstall, born September 1, 1892; graduated from Harvard College, A.B., 1914; LL.B., 1917; married, June 27, 1916, Alice Wesselhoeft of Jaffrey, N. H. He was admitted to the Massachusetts Bar in 1917; was a member of the firm of Gaston, Snow, Saltonstall and Hunt, 1926–28; member of the Board of Directors for the Central Safety Deposit and Trust Co., Chicago; Boston Safe Deposit and Trust Co.; Employers Liability Assurance Corp., Ltd.; member of the Newton Board of Aldermen, 1920–22; Assistant District Attorney, Middlesex County, 1921–22; Representative to General Court, 1923–38; Speaker, 1929–38; elected Governor, 1939. He was a first lieutenant, F. A., 1917–18, is a Trustee of the Massachusetts Eye and Ear Infirmary, a director of Perkins Institution for the Blind, manager of the Farm and Trade School, a Republican, Unitarian, Mason and Elk. His clubs are the Harvard, Exchange, Somerset, Norfolk Hunt and The Country Club.

Children: Leverett, Rosalie (deceased), Emily B., Peter B., William L., Susan.

Eleanor Saltonstall, daughter of Mr. and Mrs.

Richard M. Saltonstall, who died in 1922, won a Croix de Guerre for service in the World War, under the Red Cross of the French Army. During the German drive of 1918 she drove ambulances and camions and rendered emergency aid which would have taxed the strength of a strong man and which actually did cost her her life. She is memorialized in the First Church at Chestnut Hill, Brookline, the home church of the Saltonstall family, in a beautiful carved panel showing the figure of Joan of Arc.

Alice Wesselhoeft Saltonstall is the great-granddaughter of Doctor William Wesselhoeft, who with his brother, Doctor Robert Wesselhoeft, born in Chemnitz, Saxony, February 13, 1797, where his father had a printing and publishing house, removed to Jena when Robert was still an infant. Young Robert Wesselhoeft started his professional career in the field of law, but, having become involved in a series of political misadventures, left Germany for America in August, 1840, here joining forces with his brother William who, though also of a revolutionary turn of mind, had already been graduated in medicine when he sailed for New York late in 1824. By the time of Robert's arrival, Doctor William Wesselhoeft was well advanced in the principles of homeopathy and had founded at Northampton the first homeopathic society in the country. Robert now followed in his brother's footsteps and became a doctor of medicine, with degrees from the University of Pennsylvania (1843) and later from the University of Basel. Setting up a practice with his brother at Cambridge, Massachusetts, he carried on extensive experiments in hydro-therapeutics and ultimately, through a patient from Brattleboro, Vt., who had benefited by this treatment, was persuaded to inaugurate the Wesselhoeft Water Cure, which for many years flourished there. After Doctor Wesselhoeft's death in 1852, the establishment was carried on for some time by his widow with the co-operation of

her son Conrad. When the cure was given up, Doctor Conrad Wesselhoeft, with his brother, Doctor Walter Wesselhoeft, became highly successful practising physicians in Boston.

The writer gratefully acknowledges the assistance he has had in preparing this article in the medium of Bond's "Genealogies of the Early Settlers of Watertown, Waltham and Weston"; Crawford's "Famous Families of Massachusetts"; "Ancestry and Descendants of Sir Richard Saltonstall," Hon. Leverett Saltonstall; Brooks's "History of Medford," and other miscellaneous references. Liberal quotations have been made without any individual or specific credit where used.

THE BROOKS FAMILY OF MEDFORD.

By Richard B. Coolidge *and* Ruth D. Coolidge.

WHEN Lafayette visited Medford in 1824 he passed beneath an arch across the street before the First Parish Church which bore the words, "Welcome to Our Hills and Brooks." The play on words at that time was a compliment to John Brooks, comrade in arms of Washington and Lafayette, and seven years governor of Massachusetts. In the same spirit today Medford welcomes her second Massachusetts governor of the line of Brooks, Leverett Saltonstall, and his mother, Eleanor Brooks Saltonstall.

Indeed, the "hills of Medford" have been intertwined from early days with the name of Brooks. Other families have come and gone, but the present holdings of the Brookses on Grove Street have been in the family for almost three hundred years. Cradock and Winthrop, governors of Massachusetts Bay Colony, were never resident within the town. Cradock was indeed the patron of Medford, and had a house built for him here, but he never crossed the ocean. Governor Winthrop had a farmhouse, now incorporated into the Royall House, but at

that time the Ten Hills Farm was really part of Charlestown. But Thomas Brooks, acquiring land in West Medford in 1660, was to identify the name of Brooks so closely with that section of the city that a proposal was made to divide Medford at Winthrop Square and create a town of Brooks out of all the land to the west. This motion was all but adopted by the Legislature, and today a glance at the West Medford railroad station, built in 1885, shows a narrow space in the stone at the front, left to be chiselled BROOKS as soon as the law was passed. Today the unmarked space still betrays the attempt of West Medford to secede, and its devotion to a family which had meant so much in Medford history.

Interwoven, too, in history are the names of Brooks and Saltonstall, for Thomas Brooks had sailed from England in the same company with Richard Saltonstall in the Puritan adventure of 1630. Both had settled first in Watertown. Thomas Brooks, however, moved to Concord in 1636, where he lived until his death in 1667. Although he had a large estate in that town, he evidently wished to make further provision for his children. Accordingly, with his son-in-law, Timothy Wheeler, he invested four hundred and four pounds sterling in these acres in Medford, two-thirds for himself and one-third for Wheeler.

A fine estate, this first domain of the Brooks family in West Medford, still the most beautiful section of the city. The purchase comprised roughly all the land from Symmes Corner to the Mystic River, bounded by the "Great Pond" and river on the west and south, and reaching to the line of the present railroad on the east. A feudal estate it might be called, of four hundred acres, including woodland, meadowland, a dwelling-house, one-fourth right in a grist mill on the river, and access to claypits. It does not appear when the land was first cleared of timber, but that process undoubtedly began with the first Brooks, for in the old deed of sale he reserved the right to make use of the landing-place at the "Rock."

This was a well-known landing at the end of the present Hastings Lane, where produce could be brought down the "Woburne roade" from the farming country to the north and loaded on small sloops, or lighters, to be shipped down the river. The clay-pits were undoubtedly used by a later generation at least, for Caleb Brooks, of Revolutionary fame, could hardly have failed to utilize the clay-beds that lay at hand.

The first of the Brooks family to take up residence in Medford was Caleb, son of the first Thomas. In 1679 he made his abode in a house standing, at the time of the first purchase, on the south side of High Street, facing Grove Street. In his day this was known as the "Road through the Woods," and it is probably one of Medford's oldest highways. Though the old-time "woods" are gone, the landscape gardening of the Brooks estates has replaced the older timber, so that the rolling slopes of the hills and the green copses of trees rise in a perfection of enchantment above the shining waters of the pond.

On Caleb's death, in 1696, his property was divided between his two sons, Ebenezer and Samuel. From Ebenezer, the elder, was descended Governor John Brooks; from Samuel, the younger, Eleanor Brooks, mother of our present Governor Leverett Saltonstall. Caleb was thus the common ancestor of two governors of Massachusetts. Another curious coincidence is that Caleb's two sons married sisters, Abigail and Sarah Boylston, of Brookline. Thus, as these two lines diverged, they bore with them a strong common ancestry from father and mother. Perhaps this double strain accentuated the tradition of public service already strong in the first Thomas Brooks, who served seven times as Representative from Concord to the General Court. The children of the Brooks and the Boylstons were to breed a line of patriots.

Genealogy, except to the expert, is confusing. The line of Ebenezer is shorter and therefore it is easier to follow. His eldest son, Caleb, named, doubtless, after his grandfather, the first Brooks to settle in Medford, was the

father of John Brooks, physician, general and governor. This second Caleb had settled in the extreme northern corner of the grant to Thomas Brooks, in a house standing at Symmes Corner until 1882. At the time of the birth of John Brooks, in 1752, this was a part of Charlestown, later set off to Medford, and still later to Winchester.

The life of John Brooks is still a saga of patriotism. His mother, Ruth Albree Brooks, convinced of the ability of her son John, took the advice of her physician, the well-known Dr. Simon Tufts of Medford, and gave him as good an education as she could afford. At the town school he learned "the rudiments of the sciences and Latin and Greek," probably through the interest of some Harvard-trained teacher, for the town schools were not generally so advanced in their curriculum. His ability was so marked that at the age of fourteen he entered the family of Dr. Simon Tufts and studied medicine as an apprentice under the good doctor. Seven years of study and observation qualified him to commence his own practice of "physic" at Reading, where he settled and married.

Another side of his life, however, had developed side by side with the intellectual growth of his character. As a schoolboy he delighted to form his comrades into a company and drill them, as doubtless the Minutemen drilled on the village green. Perhaps from this boyhood interest, he became captain of a company of Minutemen raised at Reading. In the Battle of Lexington he led his company from Reading to Concord, and showed such military skill and such personal bravery that he soon received the commission of major in the Continental Army. It adds a touch of human interest to find that his first child, Lucy, was born on the sixteenth of June, 1775. The young doctor and father must have hurried from the new mother and her babe to spend the night at Bunker Hill, throwing up intrenchments before the enemy. Perhaps by the grace of God he was despatched the next morning to Cambridge for reinforcements. As there was no horse to spare he was obliged to journey on foot.

Detained in Cambridge all day, he returned to Charlestown only in time to witness the retreat of the American forces. It may be due to this fact that the young father lived to see his daughter Lucy again.

Of his gallantry at Saratoga, where his brilliant manœuvres opened the way for the capture of Burgoyne, of his endurance at Valley Forge, of his loyalty to Washington, the story is too long to tell. He came back to his family at the close of the war, rich in glory and in nothing else. At this moment Dr. Tufts, being old and infirm, saw to it that the townsmen of Medford should invite Colonel Brooks to serve as his successor as town physician.

The life of Dr. Brooks in Medford was but a continuation of his dedication to the public service of his country. Not only was he in private practice an exceptionally able and scholarly physician for his generation, but he became general of the State Militia and entered political life as well. He represented Medford in the Great and General Court, was a delegate to the State Convention for the adoption of the Constitution, was the second marshal appointed by Washington in this district, and was elected to the Senate and to the Executive Council. The highest honor came with seven years as governor of the Commonwealth. He was a man whom Medford still delights to honor.

A strange ironic travesty of history overtook the children of General Brooks. His daughter Lucy, born on the eve of the Battle of Bunker Hill, married a Canadian, the Rev. O'Kill Stuart, and her son became the mayor of a city in Quebec. Alexander and John, who followed his example in enlisting in the army of their country, both fell in war service, Alexander in the explosion of a steamboat while on a campaign against the Seminoles, John at the Battle of Lake Erie in 1813. So of the John Brooks line no grandson bore his name for future generations. The pyramid in the old burying-ground in Medford still stands to attest his service to his

country, and on each nineteenth of April his grave is the center of Medford reverence.

The line of the second governor of the Brooks line is longer to trace. Ten generations in all it runs: 1, Thomas Brooks; 2, Caleb; 3, Samuel; 4, Samuel, Jr.; 5, Rev. Edward; 6, Peter Chardon; 7, Gorham; 8, Peter Chardon (second of the name in this line); 9, Eleanor Brooks (married a Saltonstall); 10, Leverett Saltonstall—a line with the distinction of public service. Samuel the second was treasurer of the town of Medford for many years. Four of the Brookses were at the Battle of Lexington.

For the most part the Brooks family centered its life around Grove Street. There were a few exceptions. From Samuel Brooks the second, by another line, was descended Jonathan Brooks, owner of the old house at the corner of Woburn and High Streets, now occupied by one of his descendants, Herbert Brooks. The historian of Medford, famous also for his interest in education, was a son of this Jonathan, and made his home in the old house now occupied by Dr. Lincoln on High Street, next the Jonathan Brooks house. Governor John Brooks lived first in the house that stood west of the First Parish Church. It was here that he entertained Washington at breakfast in October of 1789. Later he made his home in a large wooden house on the site of the present Medford Savings Bank, near Medford Square. One of the daughters of Edward Brooks settled in the Lawrence farmhouse on Lawrence Road, now occupied by Melville T. Nichols, Jr., but the line of Edward and his son Peter Chardon clove to the "Road through the Woods." Of their houses there were seven in all. That of the first Caleb and some of his descendants faced the entrance to Grove Street. Samuel the first built his home near the eastern corner of Grove and High Streets; the second Samuel followed with one a little farther north. This is the one which had the famous "slave wall," built by Samuel, or his son Thomas, with the help of Pomp, their slave, about 1760. The bricks were made in their brick-

THE THOMAS BROOKS HOUSE.
Built by Samuel Brooks in 1727.

yard, situated near the Mystic River, a short distance below the present railroad bridge. About fifteen feet from his house Samuel planted the venerable black walnut tree, known for years as a landmark. In his time, too, the land inherited from his father was increased by the purchase of adjoining land, including Rock Pasture, which has become Oak Grove Cemetery. The fourth was that of Edward Brooks, almost opposite that of Samuel; the fifth, that of his son Peter Chardon; and the sixth and seventh, those of Peter Chardon, third of that name, and his brother Shepherd Brooks, the only two still standing.

At the time of the Revolution Caleb Brooks was living in the house of the first Caleb, opposite the delta. The house built by the first Samuel, at the corner of Grove and High Streets, had burned down. Thomas Brooks was living in the house of the second Samuel, behind the slave wall. Another son of this second Samuel was Edward Brooks, famous in local history. This Edward was graduated at Harvard in 1757, and served two years as college librarian. In 1764 he was ordained as minister in North Yarmouth, Maine. His connection with that church, however, brought him toil and trouble. His theology was of a more modern cast than that of his congregation, and he soon retreated to Medford, where he occasionally preached for the Rev. Ebenezer Turell. He also bought land in Medford of John Francis, Jr., on the west side of Grove Street, and there occupied what may be called the fourth of the Brooks homesteads. This house stood just north of the later mansion built by his son, Peter C. Brooks, which in turn was torn down in 1915 to make way for the new development. The life of the Rev. Edward Brooks was characteristic of the period. The words of his son are well known — "He was a high son of liberty and started off on horseback with his full-bottomed wig and his gun on his shoulder."

He is said to have been active in the capture of a convoy of provisions at Menotomy, about a mile from his

own house, the convoy having been sent for the relief of the British troops farther up the Concord road. After the retreat of the Regulars through Menotomy, Edward Brooks saved the life of Lieutenant Gould of the King's Own. This officer, who had been wounded at Concord, was left at Menotomy during the retreat of the Red Coats. From Menotomy he was conveyed by the militant divine on horseback to the Brooks homestead, where he remained until his wound healed, and was exchanged for an American officer. In the inventory of the estate of Edward Brooks, made in 1781, his real estate, which was the same inherited farm of his father's, with the addition of the house and a few acres of land on the west side of Grove Street, was valued at £1036 13s. 4d., and his personal estate at £421 13s. 2d.

We have, then, in the one family, Capt. John Brooks, Lieut. Caleb, Thomas, and the Rev. Edward Brooks all leaving hot-foot for Lexington.

Peter Chardon Brooks, his son, related that he saw the sun flashing on the bayonets of the British soldiers as he looked from the garret of his father's house through the thin-leaved trees in the west, and heard the rattle of the musketry.

Another tradition is that Madam Abigail Brooks served chocolate to the Minutemen on their return from Lexington, as tired and hungry they came down the road. The road was doubtless full of stragglers and volunteers of every description who had gone to get in their shot. It is probable that the Minutemen, who were enlisted for five days, did not return to Medford that evening, but followed the retreating British straight through to Charlestown. Individual skirmishers doubtless came back down the road to Medford, especially those who were already out of ammunition and could fight no more. To these Madam Brooks may have served her chocolate. There was a copper kettle, long preserved in the family, said to be the identical kettle then used by Madam Brooks. Mr. Henry Brooks later pointed out the site of the identi-

cal elm tree under which the chocolate was said to have been served. This tree stood in the driveway on the east side of the Peter C. Brooks house, at that time called the Francis Brooks house.

As is well known, Rev. Edward Brooks died a sacrifice to his patriotism. While serving as chaplain on the American frigate *Hancock*, of thirty-two guns, he was taken prisoner into Halifax with the ship, and there contracted smallpox. He was released after his recovery, but his constitution was so weakened that he lived only until 1781. It is a coincidence that Isaac Royall, the leading Tory of Medford, should also have turned to Halifax, crossed to England and there perished from smallpox.

At the death of her husband, Abigail Brooks, with the same fine spirit with which she had served the tired soldiers, brought up her four fatherless children. Of these, Joanna, the youngest, was the only one born in Medford, the other three, including Peter Chardon Brooks, having been born in North Yarmouth, Maine. Mrs. Abigail Brooks was herself a descendant of Rev. John Cotton, the old Puritan divine, and proud of the relationship, too, for she christened her first son Cotton Brown Brooks. Apparently something in the name or the blood ran true to form, for the grandchildren of Cotton Brown Brooks included Phillips Brooks, bishop of Massachusetts, and his three brothers, all likewise Episcopal clergymen. It was heroic and consecrated inheritance.

The second son of the Rev. Edward Brooks was the well-known Peter Chardon Brooks. The era in which Mr. Brooks lived corresponded more or less exactly with the growth of New England in mercantile and manufacturing interests. The same year that little Peter was watching the shining bayonets from the garret window of his home, the home of his future wife, Ann Gorham, in Charlestown, was burned to the ground during the battle of Bunker Hill. His life may be called the romance of

commerce. He writes in his biography that he may be said to have begun life without a dollar. He died possessing the largest fortune that had ever been left by any individual at that time in Boston. With that he always said that he never tried or expected to get more than six per cent on an investment. He abstained as a rule from speculative investments and he never borrowed. What he could not compass by present means was to him interdicted. One feels that the stern Puritan spirit of father and ancestors spoke in this man also. One wonders how, with such conservative principles, he accumulated his fortune. His son-in-law, Edward Everett, tells us that the first years in business he walked daily to and from his home in Medford to Boston. Although he had no capital to use at the outset of his career, he had invaluable assets in his relationships, for John Brooks, of his blood, was then marshal of Massachusetts, well known and beloved by President Washington, and his wife's father was Judge Nathaniel Gorham, prominent in the history of Charlestown.

More interesting to Medford is his connection with his local estate. Though he resided most of the year in Boston, he was very proud of his mansion house in Medford, the gray mansion which stood on the west side of Grove Street until it was razed twenty-four years ago.

In the course of his lifetime he bought out the interests of the other heirs in his father's real estate and became the sole owner. In 1806 he built for himself the large house, the fifth in the succession of the family homesteads, a few yards south of his father's, which was then taken down. Under his ownership the extent of the Brooks property was greatly increased. It included a lot lying north of his house, and all the land south of his house on the north side of High Street between Grove Street and the Mystic River, also a large tract of land lying east of the railroad called the "Clewly" land, which he bought from the heirs of John Clewly of Halifax. He also bought of Nathan Tufts the "Tufts farm," so called,

THE PETER CHARDON BROOKS HOUSE.
Built in 1802–1805. Razed in 1915.

lying south of High Street, including all the land between that street and the Mystic River and Harvard Avenue, and somewhat more lying south of the latter. This property was intersected by the Middlesex Canal, the land of which forms Boston Avenue.

Mr. Brooks always took great pride in his estate at Medford. It was one of the handsomest near Boston. To those who remember the old estate it would seem the typical estate of the gentleman of the period. The exterior of the house was not unduly pretentious. Awnings on the great porch in the rear made it seem more festive in the summertime. In front were hedges of evergreen, with the great elm tree which Mr. Henry Brooks pointed out as one of Revolutionary fame. Behind the house, in the privacy of the hedges, the garden was delightful. A little pond of perhaps a hundred feet, set in a border of stone and abounding in goldfish, made a vista immediately behind the house with a great horse-chestnut tree at the end, reflecting in the spring its candelabra of white blossoms in the water beneath. One of the great features of the garden was a silver bell tree, imported from across the sea. The white blossoms were overpoweringly sweet and hung in long festoons all over the great tree, which itself in places stretched its heavy limbs along the very grass. The blossoms were so full of bees that the tree was itself as full of their drowsy humming as of the fragrance of its blossoms. In the rear was a high brick wall, with an old-fashioned garden-bed at its foot, full of hollyhocks and perennials. On the other side of this wall was an aisle of pines over a hundred feet long, under which was a large bed of lilies of the valley. There was also an experimental garden, where Mr. Henry Brooks in later years grew pink and white lotus blossoms. Such was its beauty that it seemed like an act of vandalism that it should have fallen prey to new development. Beyond the enclosed garden, at scarcely a stone's throw, ran the Middlesex Canal. One may fancy that the retired Boston

merchant often emerged from this garden to watch the boats pass up and down the placid canal under a bridge which he had erected.

With the death of Peter C. Brooks in 1849, at the end of his long, serene life, his son Edward inherited all the Medford estate. It was Edward who bought the strip of land that had belonged to the Middlesex Canal, and who sold Rock Pasture to the town of Medford for a cemetery. Before the death of Peter C. Brooks his second son, Gorham, had bought from his father the whole of the so-called Isaac Brooks farm, built originally by his great-grandfather Samuel and lying beside the slave wall. Here he died in 1855. Gorham Brooks also made great purchases of land, so that he owned all the land on the westerly side of Grove Street between the estate of his brother Edward up to and including the land on which the Middlesex Canal crossed the Aberjona Creek by an aqueduct. A bronze tablet now marks the place. When the aqueduct was removed the granite was used in building the farmhouse of the present estate on the west side of Grove Street.

With all this extensive property, Gorham Brooks clave to the simple house of his great-grandfather as a summer home. Like his father, Gorham Brooks took an intense interest in agriculture and in beautifying his own estate.

Others of the thirteen children of Peter Chardon Brooks who may interest especially a Medford audience, were Abigail Brown Brooks, who married Charles Francis Adams, Minister to England in the Civil War, and Charlotte Gray Brooks, later the wife of Edward Everett, orator, Governor of Massachusetts, and President of Harvard. A sister of Peter Chardon was Joanna Cotton Brooks, who married Nathaniel Hall of Medford and lived in the home later known as the Samuel C. Lawrence farmhouse. The grandson of this Joanna was Francis Parkman, the historian, and it was doubtless from this house that he tramped through the region of the present Middlesex Fells.

It was left to the grandchildren of Peter C. Brooks, the sons of Gorham — Peter C. Brooks, third of the name, and Shepherd Brooks — to present the aspect of the Brooks property as it is known in Medford in later years.

In 1860, five years after the death of his father, Peter C. Brooks, 3d, built the gray stone house which still stands magnificently at the crest of the hill above Brooks Pond, facing on the south the long sweep toward Boston, and on the west the shimmering waters of the Mystic ponds. In 1880, Shepherd Brooks, on the knoll farther to the east, built the brick house with its own splendid outlook. These may be called the sixth and seventh of the Brooks homesteads. It was Shepherd Brooks who transformed the so-called "Slow Pond," which became only a marsh in the dry seasons, into the charming pond that it is today. His workmen cleaned the site, removing the peat of many generations which clogged the living springs, and then built a retaining wall or dike at the western end.

Peter C. Brooks, 3d, and Shepherd Brooks needed no landscape architect to develop the natural beauty of their estates. These landed proprietors loved the land. They were also practical farmers, understanding the raising of vegetables, the rotation of crops, the care of cows, the laying of stone walls and the grading of roadways. Not only did they direct the practical operation of their farms, but with equal success they enhanced the natural beauty of their ample acres by planting gardens and opening vistas through the trees. With special care were the trees preserved and developed, following the practice advocated by Professor Sargent of Arboretum fame. In fact, in the thriving trees of various kinds, the great beeches, perhaps notably in the magnificent canoe birch in front of the stone mansion, and in the tupelos about the pond, are exemplified the fine traditions of intelligent landscaping.

Turning from the land to the land owners, no account is complete which does not record that the generosity of the Brooks family is stamped in many ways upon the

history of Medford. The original Brooks School, a name since borne by its successor, was the gift of Edward Brooks, son of Peter Chardon Brooks, senior. The delta, at the meeting of High and Grove Streets, was laid out by the latter, and for many years after him the trees and shrubs were kept in order by his son and grandson. In the collection of silver belonging to the First Parish Church are two silver flagons presented by him in 1823. It was the same benefactor who built in 1846 the granite wall along the east side of the old burying-ground, where so many of his ancestors lie buried. In 1869, Mrs. Ellen Brooks, widow of Gorham Brooks, with her two sons, Shepherd and Peter C. the third, gave both land and church edifice to Grace Episcopal Church. In 1897, the Commonwealth received from the latter a gift of forty acres of land once owned by the Middlesex Canal Corporation, now a part of the Mystic Valley Parkway. The Whitmore Brook Reservation was created in 1901 out of land presented to the Commonwealth by Peter C. and Shepherd Brooks. Brooks Road, on the east side of the South Winchester Reservoir, owes its plan and construction to the gift of the same two brothers in 1905. Shepherd Brooks made feasible for West Medford a suitable approach to Oak Grove Cemetery, through the extension of Playstead Road, and gave additional land for the enlargement of the cemetery. In 1924, the heirs of Shepherd Brooks, through his son Gorham Brooks, made a gift to the city of the flat iron lot on Grove Street for a public park.

It was two hundred and seventy-nine years ago that the original estate came into the ownership of the Brooks family. In the course of those years it has been divided and much of it has gone into other hands. Of the original domain there is still retained in the later generations of the family a generous spread of acres of both open and wooded land. Some of the changes that have come to pass in these landholdings are noted here. Happily it is not for us yet to record the passing of the entire estate.

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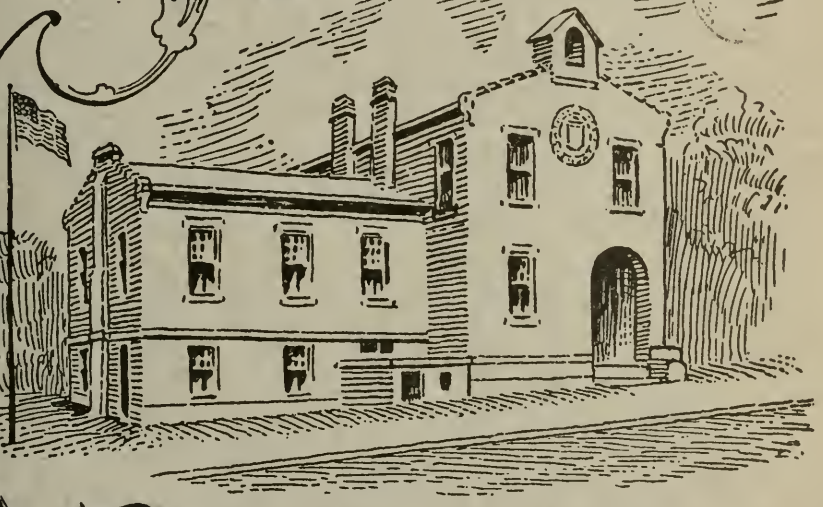

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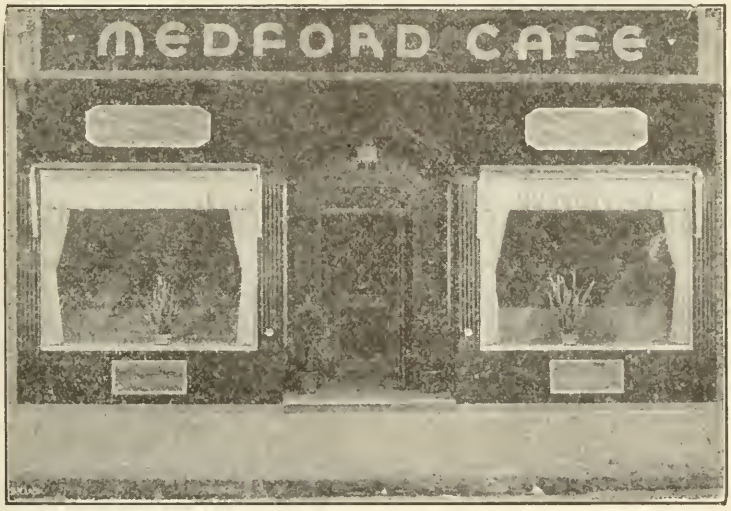

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VOL. XLII. SEPTEMBER, DECEMBER, 1939. NOS. 3, 4.

THE STORY OF OUR WATER SUPPLY.

BY EDWARD B. DENNISON.

PART I. Boston's Water Problem a Century Ago—Laommi Baldwin and His Illustrious Sons—Plans for Mystic and Spot Pond Reservoirs on Bunker Hill—A Reservoir Across the Mystic Below Alewife Brook Suggested.

WHATEVER trials and tribulations Medford as town or city may have had in its long past, Nature and the ingenuity of man combined to relieve it of any real problem in the matter of an adequate water supply, Nature in its beneficent gift, so favorably located, of the waters of Spot Pond, and man in the development, long before it became necessary to make use of them, of the means and processes for its distribution.

Never in Medford has there been a group of angry taxpayers protesting against the expense of a plan for bringing water from a distance. When the time arrived for the building of a water system no one claimed that all the town needed was bigger and better wells, and that one well would supply the whole town if big enough and deep enough. There were no complaints from housewives that they were obliged to postpone washday when there was a fire. There were no volunteer firemen complaining about stagnant, ill-smelling cistern water that ruined their clothing, nor did the firemen point out the danger to the town when the river was at low tide. No irate citizen appeared at the Town Hall and, with pounding cane, demanded the removal of the padlock from one of the town pumps. If the well at the Town Hall rose and fell with the tide no one claimed that a little salt in the water was a good thing. There was no

wrangling among neighbors because the digging of a new or deeper well caused the well of another to run dry. All of which figured in the agitation for a water supply system in Boston one hundred or more years ago.

For a score of years after Boston became a city in 1822, the perplexing problem of an adequate water supply was of first importance in its municipal affairs. Each of the many sources of supply considered had its advantages and disadvantages. Would a certain pond or river provide an ample supply at all seasons of the year? Was the elevation sufficient for the water to flow by gravity to the consumers, or would it have to be pumped up into reservoirs? Was it suitable for domestic use, would the cost be too great, and would the water power of mills and factories be affected? All these and other questions of lesser importance entered into the problem.

Parts of Boston, it should be noted, were being supplied by the Boston Aqueduct Corporation, incorporated in 1795, from Jamaica Pond, the water flowing to the consumers by gravity. Log pipes were used during the earlier years. The service was more or less intermittent, according to the level of the water in the pond, and many home owners, rather than pay the cost of connecting with the system, continued to depend upon wells and rain water cisterns. The corporation, which numbered among its customers large breweries in Roxbury, existed for many years, gradually improving and extending its system, replacing the fifteen miles of wooden with iron pipes until, in 1851, mainly to end constant conflict between the corporation and city over digging up streets and legal rights, the property was purchased by the city and became a part of the Cochituate system. The Massachusetts General Hospital was a customer in the log pipe days.

In 1825, Professor Daniel Treadwell, a civil engineer, examined and reported upon a number of possible sources of supply. He recommended, with estimates of

cost, Spot Pond or the Charles River. In either case the supply would be received in a distributing reservoir on Beacon Hill, with which would be connected auxiliary reservoirs on Fort Hill and Copp's Hill. The normal water level of Spot Pond is given as 143 feet above Medford marsh land, and each of the proposed reservoirs would be about fifty feet below the level of the pond.

The supply from Spot Pond would flow through an iron pipe conduit by one of two different routes. The report says: "One of these to commence at the south end of the pond about eighty rods east of Andover Turnpike (Forest Street), then in a southerly direction follow the low land to Mystic River, which may be crossed near the shipyard. From thence, after crossing the Middlesex Canal, keeping near the Craigie Road (Medford Street) from Medford to Craigie Bridge. Thence across Charles River to the Boston shore," a total distance to the reservoir on Beacon Hill of about seven miles.

The report continues: "The other route from the pond to the point of crossing the Middlesex Canal the same as the preceding. From this point it holds a more westerly course, passing between the powder house in Charlestown (a section now part of Somerville) and Prospect Hill, through Cambridge, to a point of land opposite the Mill Dam (Beacon Street). Here the conduit pipe would pass under the Charles River and proceed to the reservoir on Beacon Hill," a total distance from Spot Pond of eight and one-quarter miles.

The Charles River plan, which would require pumping, but cost less to construct, was to build a reservoir above the Falls at Watertown, five acres in extent and five feet deep, into which would flow the supply from the river. From this reservoir there would be two aqueducts to a "pump mill," to be located on the river near the reservoir on Beacon Hill. The pump mill would be operated by eight bucket-type waterwheels,

each sixteen feet wide and nine feet in diameter. The two aqueducts, one of which could be kept in use in case of repairs to the other, would be round shaped, two and one-half feet in diameter, built of two-inch pine plank bound with iron hoops.

The report estimates that not more than six thousand families would be likely to wash on the same day, and sixty gallons for washing and forty for other purposes are allowed each family daily. To the total estimated for domestic use is added a sufficient amount for industrial purposes, cattle, and watering streets. In case of fire the use of water for other purposes would be forbidden.

Mystic Pond is not included in the list of thirteen ponds examined.

In connection with Spot Pond it should be here noted that when the pond was taken over by the State in 1898 as a storage reservoir for the Metropolitan system, embankments were built that raised the level of the pond nine feet, increasing its extent from 280 to 309 acres. This great increase in the capacity of the pond was to provide for the additional supply received through a gravity main from the Sudbury River system, and from the Cochituate system through a force main from the Chestnut Hill reservoir.

At the time of its taking over, Spot Pond was the source of supply for Medford, Malden and Melrose.* There was a long legal contest with the State over the loss to Medford of its Spot Pond system. The printed reports of the hearings in 1901 contain many interesting details in the testimony of old settlers and others regarding the early history of the pond and of the days of our

*In 1886, when it was proposed to incorporate the westerly section of Medford as a separate town, it was argued that the time was not far distant when the Spot Pond supply would not be sufficient for Medford, Malden and Melrose. It was planned by those in favor of the division to have the new town join with Winchester in the matter of water supply.

The proposed dividing line followed the present Winthrop Street from the Somerville line to Winthrop Square, thence straight through the Fells to Forest Street at Spot Pond.

grandfathers when it was the Coney Island for the surrounding region, with prize fighting, horse racing on the ice and other festivities.

Incidentally, in 1870, as a result of litigation dating back to colonial times between mill and land owners along Spot Pond Brook (shown on old maps as "Three Mile Brook," emptying into Malden River) a commission established the legal level of the pond, which was marked by a stone monument.

This, however, was not the first time a fixed level for the pond was agreed upon. In a letter dated May 30, 1836, from George Odiorne, one of the owners of the mill power outlet, to Engineer R. H. Eddy, it is stated: "A hole was accordingly drilled in a permanent rock near the water's edge at the height agreed upon, which hole has been for more than one hundred years a standing umpire between the parties." The letter refers to Sullivan's Land Titles, page 280.

With the raising of the level of the pond by the State, these old marks were, of course, submerged, and Spot Pond Brook, the natural outlet of the pond, lost practically all of its former glory.

(For an excellent description, with map, of the mills along Spot Pond Brook see "The Vanished Village of the Fells," by Parker W. Perry, in the "Round About Middlesex Fells" number of the MEDFORD HISTORICAL REGISTER.)

Among the numerous reports on the Boston water supply problem following that of Professor Treadwell in 1825, there are two of outstanding interest and importance, that of engineers Laommi Baldwin in 1834 and Robert Henry Eddy in 1836. But first, a brief account of Colonel Laommi Baldwin, Senior, and his illustrious sons.

Colonel Baldwin was born in North Woburn in 1744. As an officer in the Revolution he led 180 men from Woburn in the battle of Lexington, and was with Washington at the historic crossing of the Delaware. He

served several terms in the General Court, and in 1780 was high sheriff in Middlesex County. In 1794, when a candidate for election to Congress, he received all the votes cast but one. He was one of the earliest civil engineers in Massachusetts. He was one of the original projectors of the Middlesex Canal, which ran through his estate of several hundred acres in Woburn, and supervised its construction according to the plans of the English engineer Weston. The Baldwin apple, discovered in Wilmington by his neighbor, Samuel Thompson, a civil engineer employed on the Middlesex Canal, was named for him.

Twice married, Colonel Baldwin had five sons and two daughters. He died at his birthplace, the family estate in Woburn, October 20, 1807. Each of the sons is prominent in the family history, and three are closely identified with our present subject.

Laommi Baldwin, Jr., probably the most noted of this remarkable family, and whom we may regard as the hero in our narrative, was born at North Woburn, May 16, 1780. Upon graduating from Harvard in 1800, he turned to the study and practice of law, which he soon abandoned to take up his life work as civil engineer.

While a student at Harvard he made a clock that was the wonder and admiration of his classmates, and at Groton, Massachusetts, where he started his brief legal career, he built, at his own expense, a hand fire engine for the town that was kept in service more than eighty years. His biography includes correspondence between his father and Count Rumford in London in regard to securing an apprenticeship with a maker of mechanical and optical instruments. The father says of his son, "He is very lively, ready and enterprising and has ever sustained a good character." In the war of 1812, he was an army engineer with the rank of colonel, the same title held by his father in the Revolution, and prepared plans for and supervised the building of fortifications in Boston Harbor.

Credited with being "The Father of Civil Engineering in America," Laommi Baldwin, Jr., was identified with practically all the great engineering undertakings in this country during the first thirty years of the nineteenth century. For the Government he designed and supervised the building of the naval dry docks at Charlestown and at Norfolk, Virginia, both under construction at the same time, and said to be his two greatest works. He made numerous surveys for dry docks in New York Harbor and for canals in various parts of the country, including a proposed canal from Boston to the Hudson River. He prepared plans for utilizing the water power of the Androscoggin River at Brunswick, Maine, and other similar projects. He served with Daniel Webster and others on the committee for designing Bunker Hill monument, the obelisk form of which, 220 feet high, was suggested by him, and he first proved the practicability of the Hoosac Tunnel. Included in his works of local interest were the plans for Warren and Craigie bridges across the Charles. Mr. Baldwin died June 30, 1838.

James F. Baldwin (1782-1862) was also an eminent civil engineer. In 1828 he was one of a commission of three to make a survey for a railroad from Boston to Albany, a work upon which he was engaged for two years. In 1832, he began the work of locating the Boston & Lowell Railroad, and was in charge of its construction. He was employed by the State on many important public works. In 1837, as a member of a commission of three, he took up and carried forward the work of planning for Boston's water supply and held firmly to the plans of his brother Laommi in opposition to the other members of the commission, who favored Mystic and Spot ponds. It is generally admitted that for his "firmness, foresight and professional skill," he shares with Laommi credit for the selection of Long Pond (later renamed Cochituate) for the Boston water supply.

George Rumford Baldwin (1798-1888), named in

honor of his father's intimate friend, Count Rumford, was the third of this noted trio of engineers. Part of his early education was received at a school in Medford conducted by Doctor Stearns. The long list of his professional accomplishments includes railroad and water power projects and water works systems (including the Mystic Water Works) in this country and at Quebec. He was employed on early surveys for a Cape Cod canal. A skilled draftsman, at the age of twenty-three he designed for Peter C. Brooks, for private use on his estate in West Medford, the graceful, elliptical stone arch bridge over the Middlesex Canal, so well remembered by many Medford residents.

The report of Laommi Baldwin, Jr., on the Boston water supply is dated October 1, 1834. It is considered the most complete up to that time and the basis of all later reports. It describes in great detail the aqueducts of ancient Rome across valleys and plains, and similar systems existing in London, Paris and other foreign cities, and the systems at Cincinnati, Philadelphia and Richmond, Virginia.

In New York City the situation was practically the same as in Boston, artesian wells being mainly depended upon until the later introduction of the supply by aqueduct from Croton River.

At Cincinnati, the supply was drawn from the Ohio River and pumped into a distributing reservoir by a steam engine, which supplanted an earlier pumping apparatus consisting of a treadmill arrangement run by horse power, not the "hp" of the steam engineer, nor, we might add, that of the small boy whose definition of horse power was "the distance a horse can carry a pound of water in one hour." Needless to say, this crude system could not keep up with the demands of the growing city. If the system had not been improved upon we will leave it for the aforesaid small boy to figure out how many horses would be required to supply Cincinnati at the present time.

At Philadelphia, the supply was drawn from the Schuylkill, and at Richmond from the James River, both pumping systems being the same, that of pumps operated by water wheels. For some years prior to 1822, the pumping at Philadelphia was done by a steam engine, with pine wood for fuel, but steam pumping proved unsatisfactory and was discarded for the water wheel system, for which the elevation of the source of supply and other conditions were especially favorable. This system proved very successful, the city being provided with an ample supply at an average cost for maintenance of but three or four dollars a day.

Mr. Baldwin's report, like that of Professor Treadwell, does not mention Mystic Pond. While admitting the "Class A" quality of Spot Pond, he doubts that this source would be sufficient for the future. He objects to the laying of iron pipes across the beds of the Mystic and Charles rivers as proposed in the Treadwell plan and says "the intermediate country is too low and irregular for an aqueduct." He does not favor the Charles River plan, mainly because it would require pumping. He was determined to secure, if possible, even at a considerable distance, an ample supply of pure water at an elevation high enough to flow to the consumers entirely by gravity, a system that, once constructed, would cost very little for maintenance.

Mr. Baldwin decided upon two of the so-called group of Framingham ponds, Farm Pond, twenty miles from the State House, and Long Pond, lying more northerly, sixteen miles distant. Smaller adjacent ponds could be connected later, if needed. His plan was to first take Farm Pond, which he favored for its higher elevation, 149 feet above marsh level, which would be about forty feet above a proposed reservoir in Roxbury. Long Pond, elevation 127 feet, could be added later, and the Farm Pond supply then used for the higher parts of Boston, and Long Pond for the lower areas. He recommended a stone and cement aqueduct to run to a reser-

voir in Roxbury, at a point about three miles from Beacon Hill. From this reservoir would run iron pipe mains to distributing reservoirs at lower elevations in the city. Farm Pond is stated to be 193 acres in extent and Long Pond 600 acres.

The report says: "The situation of Farm Pond is very remarkable, being only two feet eleven inches above the Sudbury River on the north, into which it has its natural outlet at a distance of about 134 rods. On the south side, by digging a trench five feet six inches deep for a distance of a mile, or a mile and a half, the whole of Sudbury River, with all the rain water falling upon its extensive valley, may be here intercepted and conducted through Farm Pond into the Charles, instead of pursuing its natural course to the Concord."

Mr. Baldwin's report met with a storm of protest. Aside from the matters of distance and cost, any serious diversion of the waters of Sudbury River, which joins the Assabet in Concord to form the Concord River, would not only affect the water power of important mills and factories on the Concord in Billerica and Lowell, but it was likely to prove a death blow to the Middlesex Canal. Although the system of locks along the Canal and the Merrimac River provided for the passage of the canal boats, the Merrimac, like all other streams near the Canal except the Concord, was too low to supply water at a sufficient depth the entire length of the Canal.

As has been noted, the Canal ran through the Baldwin estate in Woburn. Laommi Baldwin, Senior, was one of its projectors, and had supervised its construction. One of his sons, Cyrus Baldwin, was agent for the corporation at Chelmsford, where the Canal connected with the Merrimac. The Canal was now out of debt, dividends were being paid, business was increasing, and large sums were being spent on improvements. No formidable competition as yet loomed upon the horizon, and the future looked bright. The Boston & Lowell

Railroad, with its little four-wheel cars and locomotives, was but a lusty infant, and the exuberant tooting of its whistles could be endured by the sedate Canal proprietors with complacent indifference.

Whatever dreams of a great inland canal system the proprietors may have had were well founded. A historian of the time (Shattuck) in his "History of Concord, Mass.," 1835, says: "Boats frequently pass from Boston through the Middlesex Canal and Concord River to the towns of Concord and Sudbury. With a little expense a profitable inland navigation could be developed." Mother Brook formed a connection through Dedham between the Charles and Neponset rivers. This brook, part of which served as a canal in colonial times for grain and lumber mills in Dedham, might well have been converted into a canal its entire length.

With Mystic and Spot ponds and other available sources near at hand, Engineer Baldwin knew what to expect in the way of protests from taxpayers, as well as from the Canal and mill owners. That he should present his report in the face of all this opposition, to say nothing of whatever his own or family interests in the Canal may have been, is a tribute to his rugged honesty and conscientious regard for the best interests of all, and, as we shall see, to his engineering vision and skill.

But opposition was nothing new in Mr. Baldwin's experience. On one occasion his judgment in the matter of a proposed bridge across the Potomac, in Washington, ran counter to the ideas of no less a personage than President Andrew Jackson. Congress, however, refused to make an appropriation for the bridge according to President Jackson's plans and it was not built, much to the President's chagrin, so it is related, and to the "quiet satisfaction" of Mr. Baldwin.

The report of Robert Henry Eddy, civil engineer, dated June 13, 1836, was made at the request of Mayor Armstrong of Boston for a special investigation as to the possibilities of Mystic and Spot ponds.

In presenting his report, Mr. Eddy says: "I approached the subject with much delicacy, as I supposed it had met with such thorough investigation by Daniel Treadwell in 1825, also my esteemed friend Mr. Baldwin in 1834, that any further elucidation would be hopeless."

Mr. Eddy, an engineer of high standing and formerly associated as assistant with Mr. Baldwin, faithfully executed his commission. He refers to the effect the taking of the waters of Long Pond, which emptied into the Concord by way of the Sudbury River, would have on the water power of the mills and factories along the Concord, and on the Middlesex Canal. He calls attention to improvements in steam pumping machinery, and the lowering cost of coal, as facilities improved for transporting it by canal and railroad. Convinced after a most thorough investigation that in Mystic and Spot ponds lay the solution of Boston's water problem he rendered his report accordingly, with carefully prepared plans and estimates of cost.

An important feature in connection with Spot Pond was his recommendation that the then swampy Wright's Pond area be converted into an auxiliary reservoir, sixty acres in extent, for the storage in overflow seasons of water from the pond. The estimated cost of this reservoir is given as $31,000. Among the items making up this total are $3,000 for the sixty acres of land, at $50 an acre; digging open trench from pond to reservoir, 1,329 feet long, 10 feet wide, 13 feet deep, $1,600; getting out stone from the quarries in the woods nearby for the walls of the reservoir, $7,100; teaming and laying stone, $17,757; earth and puddling for embankments, $3,310.

Starting at the southerly end of the proposed Wright's Pond reservoir, an iron pipe conduit would run a short distance to the Andover Turnpike, in which it is laid for about 120 rods. Leaving the Turnpike, it follows the general direction of Mountain Brook through the low ground to a point on the Mystic below Medford (Cradock) Bridge.

Passing under the river, the conduit curves to the south until it meets the Medford Turnpike (Mystic Avenue), in which it is laid until it crosses the Middlesex Canal near the Canal toll house in Charlestown. Thence it follows Bunker Hill Street up to a proposed reservoir on Bunker Hill, a total distance of exactly five miles. From the reservoir two gravity mains would run to Warren Bridge, the bridge and river to be crossed in a manner not to interfere with navigation. The elevation of the reservoir, forty feet below Spot Pond, would be sufficient for the water to flow by gravity to the highest parts of the city.

The Mystic Pond plan was for a system entirely separate from that for Spot Pond. Just below the present Weir Bridge a dam would be built, "the same height as Mr. Bacon's mill dam," to hold back the tidal flow of salt water in the river. This dam would increase the extent of the pond from 220 to 358 acres.

Starting at the dam, a brick conduit would run to a point on the north side of the river several hundred feet west of the Canal. Passing under the river (this section to be of iron pipe) the conduit would run along the south side of the river to the Canal, in the bed of which the pipe would be laid to pass under the railroad. Leaving the Canal, the brick conduit runs easterly to Medford Turnpike, to within a few feet of the Spot Pond conduit, near a short branch of the Canal used for unloading lumber for the shipyards. Here it turns and follows practically the course of the proposed Spot Pond conduit, which it passes over near the present Sullivan Square. Thence it proceeds along the low waterfront land to a proposed steam pumping station near Bunker Hill. Coal for the station could be unloaded from vessels at a wharf by the station, so no teaming would be necessary. Between the pumping station and the Spot Pond reservoir on the summit of Bunker Hill, a second reservoir would be built to receive the Mystic Pond supply. Any surplus in the Spot Pond reservoir

would flow down a sluiceway into the Mystic reservoir, thereby saving needless pumping. The distributing main from the Mystic reservoir would pass under the Charles River at Warren Bridge.

It was planned to first build the Spot Pond system, and the Mystic later, when needed. With the two systems in operation, Spot Pond would supply the higher parts of the city entirely by gravity, and the Mystic, which required pumping, the lower areas.

Included in the estimate of cost of the Mystic plan are damages for flowage of 130 acres of land by building the dam at Mystic Pond, at $50 an acre, $6,500; damages for flowage out of Bacon's Mill, $10,000; for use of land from Medford to Bunker Hill, $500.

An interesting feature of the report is the suggestion that a dam could be built across the Mystic below Alewife Brook, thereby creating an extensive, though shallow, reservoir in which would be united the waters of Mystic Pond and the overflow from Fresh and Spy ponds which emptied into the brook. Mr. Eddy doubts, however, that this additional supply would ever be needed.

The report closes with: "From these and many other considerations I might enumerate I am led to believe we can be supplied with an abundance of pure, soft water from resources within five miles, in any quantity which may ever be wanted, at a less expenditure than from any other source within thirty miles of the city."

Mr. Eddy's plans, however, attractive though they must have been, were destined to be set aside in favor of those of Mr. Baldwin.

Part II of Mr. Dennison's article, "The Story of Our Water Supply," will appear in an early issue of the REGISTER.

AN OLD DESCRIPTION OF MEDFORD.

The *New England Gazetteer*, published in 1839, has the following to say regarding the Medford of that time:

This beautiful town is situated at the head of naviga-

tion on the Mystic River, five miles N. W. from Boston, and fourteen E. by S. from Concord.

The Boston & Lowell Railroad and Middlesex Canal pass through the town. The finest ships that float on the ocean are built here; during the five years preceding April 1, 1837, sixty vessels were built, the tonnage of which was 24,195 tons; value, $1,112,970.

There are also manufacturers of leather, spirits, linseed oil, bricks, boots, shoes, ploughs, hats and hat bodies. The soil of the town is very fertile, and in a high state of cultivation.

The business of the town is much associated with the city, and many delightful country seats are scattered over and decorate the grounds improved as a farm by Governor Winthrop in 1633.

Winter Hill, memorable as the place of encampment of General Burgoyne and his army, after their capture at Saratoga, is in this town. It is 125 feet above tide water, and presents a view of great extent and beauty.

THE COLONIAL SOLDIER.

By Oman Graham Thayer, Jr.

The lives, habits and customs of the colonial peoples would, doubtless, appear curious to the eyes of the modern denizen, and very likely, in the matter of military affairs, the earnest adventurers would be quite a laughing-stock to the well-dressed soldier of Medford's Lawrence Light Guard of today. After all, it is natural that this should be the case, for do we not laugh at the bonnets and dresses, even those which our mothers wore?

Fashions change and customs make curious demands on our inventive faculties. The wants of the colonists were many; food they must have, and it seems that they were determined to fight for peace also. A wolf and an Indian were considered game, and they were hunted to the bitter end. Now, to make themselves secure against invasion and keep up a constant guard on the inroads of the enemy, the Pilgrims were put to their wits' ends, and

the Bay colonies, also, were ever on the alert. There were really very few soldiers in the colonies, but they were good ones, Underhill, Mason and Standish having had experience in the Holland wars. In the ranks there were not, out of the first three regiments formed, a dozen men who could carry a musket or load and fire in any kind of style, so it will be seen that the early captains had a big contract on their hands to drill and educate the masses in the arts military. For the sake of illustration we will follow a company of foot soldiers from the time they leave the church, which was their meeting-place until the tavern was inaugurated, until they break ranks in the afternoon. In the first place, the arms for a hundred men were as follows, and the language used here is exactly as the order read: —

3 drums, to ech 2 pere of hedds;
2 ensigns (colors);
3 halberts for 3 sargents;
80 bastard musketts, with snaphances (old matchlocks), 4 ffoote in the barrill, without rests;
6 long ffowling pieces, with bastard muskett' boare 5 ½ foote long;
11 ffull musketts, 4 foote barrill, with matchlock and rests;
90 bandeleers, for the musketts, each with a bullett bag;
10 horne fflaskes, for the long fowling peeces, to hould pound apieces;
100 swoordes and belts;
60 corsletts & 60 pikes; 20 halffe pikes;
12 blls. powder, 8 barrills for the forte; 4 ffor small shott;
8 peeces of land ordnance for the forte;
2 demie culveringes (guns), 30c. weight a peece;
3 sackers (guns), ech weinge 25c. wt.;
1 whole culveringe as long as may be (15 feet usually), 2 small peeces, iron drakes;
sows of lead, moulds & matches for bullett casting & musketts.

The company is ordered to "traine Saturday in everie weeke," and as the court said, "as piety cannot be maintained without ordnance & officers, nor justice without laws & magistrates, no more can our safety be preserved without military orders & officers." This being the case, and it was well known, the appearance of the local companies was the occasion for a grand turnout of the natives, who flocked to the common to see the "troopers." At the sound of the alarm, usually consisting of four discharges of the musket and a continued beating of the drum (just imagine the clatter), men came from all quarters — over the hill, from the riverside, from the interior; some with pikes, some with snaphances (similar to the flintlock), others with matchlocks and fowling-pieces. There were the pikeman's headpiece, and the officer's hat; red leather smallclothes, buckled at the knee, and red stockings.

The common soldiers trudged along, clad in monmouth caps and wide-rimmed hats lined with brown leather, doublets (jacket-like) of home make or leather, with oilskin hose, leather belts and breeches, shoes low-cut, with buckles. If these men had worn a uniform color all would have passed off brilliantly, that is, they would have looked handsome; but the colors varied, and the sizes of the men also; some in brown, some in blue, some in waistcoats of green cotton with binding of red tape, and every known color for a puffed or bowed garter. Picturesque, indeed, was this motley assembly in front of the church. But hark! The captain yells out to the crowd of children, women, and Indians to "make room, there! Here, pikemen, open the square." Then he shouts, "Take places!" and "Eight men abreast, arms akenbow, close order, march!" "Halt there," "stand in your places," "stand in your ranks," and in stentorian tones the captain shouts, "Silence!"

A little later the drums start up and off the troopers or "muskettiers" go, with their arms on their left shoulders. They reach the common, and to the tap of the

drums go "left-hand double," "right-hand double," "double the front," "give fire," "charge pikes," etc. This is the first thing they do, and the result is that the children and women flee for their lives into the berry bushes, pell-mell. So they manœuver, form a "ring," twist and turn, and take up more room than a modern army corps.

Pretty soon they get tired and take a rest, at which time they find it convenient to eat some cheese and bread and drink some beer or ale; but no pipes or cigars, cigarettes, or tobacco of any kind. Four hours later the "gang," as the gamin of today would call them, take a march around the village, with dusty boots and gullets, get back to work or swallow a gallon of beer, and call the day "done." These were not play soldiers, for in 1637 many of them, including Stephen Hopkins of the *Mayflower*, with his two sons, Giles and Caleb (three Hopkinses, more than any other name), showed true metal in the Pequot War.

It is an absolute fact that the soldiers of that date were not such a stupid and awkward set of men as the militia of one hundred years ago, at which time the sight of a full-dressed militiaman would make an unbalanced schoolboy crosseyed to gaze at him. The colonial soldier's coat was not stuffed with a mattress, nor was his hat or cap a miniature bell-buoy; he had not a sunburst of brass on his breast, nor ridiculous starched white gloves, too long for his fingers. No, the colonial costume was handsome, displayed the figure to fine advantage, and as the soldiers did not wear great cowhide boots they were nimble of foot, and, as the ladies would say, "just splendid looking men."

To be sure, the captains were rather rooster-like with their red plumes and gay gold cross-belts, but that was all right, it helped to dignify the office and distinguish them from the rank and file. Later on, when everybody wore the wig and put on brass buttons with blue coats faced with buff, a handsomer set of soldiers could not be found.

The " rub-a-dub-dub " of the early drummer has passed into history, the wars and rumors of wars may still be with us, but the valor and honesty of the colonial musketeer will never be forgotten, even though we laugh at his awkward gait and his funny way of drilling.

A MEDFORD DISASTER OF 1850

A detailed account of a Medford disaster that involved the destruction of property of an estimated value of $75,000 and rendered numerous families homeless, came to light when an old book was drawn to the attention of the members of the Middlesex County Fire Wardens' Association at their November meeting, held here in Medford at the Salem Street Fire Station, by Mr. John Campbell, its president.

The grotesque typography of the title-page and its florid phrasing is typical of the style prevalent when the book was published, but the text pages are well proportioned, and the subject matter is worthy of reproduction because of an evident familiarity with the Medford of the time on the part of its unknown author. The title-page reads:

The
FIREMAN'S
OWN BOOK:
containing accounts of
Fires throughout the United States,
as well as other countries;
Remarkable Escapes from the Devouring Element;
Heroic Conduct of Firemen in Cases of Danger;
Means of Extinguishing Fires;
Accounts of Firemen Who Have Lost
Their Lives While On Duty;
together with
Facts, Incidents and Suggestions, Interesting and Valuable
to Firemen and Citizens generally.

By George P. Little.

Ornamented with Numerous Engravings.

NEW YORK: PHILADELPHIA: BOSTON:
For Sale by all Book-Dealers.
1860.

The story of the fire, occupying three pages of the book, follows:

SERIOUS FIRE AT MEDFORD, MASS.
NOVEMBER 21, 1850.
TWENTY-FIVE BUILDINGS BURNED.

Scarcely had the citizens of Medford retired to their rest on the night of Thursday, November 21, when they were startled from their peaceful slumbers by the cry of "Fire!" and a most destructive conflagration did it prove to be, reducing a large and populous section of the town, near the railroad depot, to ashes, rendering some thirty or forty families homeless, and destroying property to the amount of $75,000. The first alarm was given about ten o'clock, when flames were discovered issuing from the loft of Gregg's stable, situated on the north side of Main Street, near the bridge. The building, being of wood with combustible contents, was soon wrapped in a blaze, communicating with three dwelling-houses adjoining and belonging to the Gregg estate, which were all destroyed. A yoke of oxen, one horse, a cow and several swine were burned with the stable. The three dwellings were occupied by Irish families, who lost everything, the members barely escaping with their lives.

The wind blowing fresh, the heat and flames were driven with great power, and communicated with the buildings on both sides of Main Street, many of which were instantly encircled by the unsparing element.

Next to the Gregg estate was Timothy Cutting's house, blacksmith shop, and two stables, which were totally destroyed. Mr. Nathan Barker occupied a part of the dwelling-house. Mr. George Lynne's house, blacksmith shop and stable came next, and were also destroyed. The Misses Tufts' dwelling-house, and Richard Tufts' wheelwright shop, on the same side of Main Street, were also totally laid in ashes.

On the opposite side of Main Street, the fire commenced at the bridge with the dwelling-house of Nathan

W. White, and swept down Daniel Lawrence's store and dwelling-house, James Hyde's dwelling-house and store, Elias Tufts' wheelwright shop and dwelling-house, George E. Willis' tinware shop and dwelling-house, Mitchell's barber shop and dwelling-house, Benjamin Parker's dwelling-house and stable, Moses Merrill & Son's paint shop and Hartshorn's harness shop, in the same building, a ten-footer occupied by an Irish family, and three stables — were all totally destroyed.

The conflagration swept on before a strong northwest wind until about twelve o'clock, when it came to the lumber-yard of Mr. Oakman Joyce, two-thirds of which was destroyed, when its progress was checked. The old Nathan Waite house, nearly opposite the hotel, came near being destroyed, but fortunately the flames in this direction were stayed.

Mr. John Schwartz's saw manufactory was destroyed, with about $300 worth of saws. His household furniture and the clothing of his family were all lost. Some of the houses named were occupied by Mr. James Hyde, Mr. Henry Forbes, and Mr. Aborn (of Washington Street, Boston). Mr. Lawrence's loss was about $2500 — no insurance. Mr. Joyce had about $5000 worth of lumber destroyed.

From a point near the bridge where the fire commenced, to the Medford House, on both sides of Main Street, the work of devastation was complete, not a building being left standing. Several small tenements in the rear of the Medford House were also consumed. So fast did the flames spread that it was barely possible for many to escape with their lives. We have heard of several hairbreadth escapes by women who seized their children and hurried with them into the street, with nothing but their night-clothes on.

At about two o'clock in the morning the onward progress of the fire was completely stayed, and numerous buildings which were considered in imminent danger were saved.

Mr. Daniel Lawrence, who discovered the fire, saved one horse from the stable, and in attempting to save the second, was badly burned, and came near losing his life. He had to make his escape through a sheet of flames, and had his whiskers and most of his hair burned off.

The Fire Departments deserve great credit for their promptness in rallying to the conflagration. Engine companies from Boston, with the Somerville, Charlestown, Chelsea, Malden, Reading, Woburn and Cambridge companies, were on hand, which, together with the Medford companies, signalized themselves by their efforts to stay the conflagration. Many of these companies found it utterly impossible to cross the bridge, on account of the intense heat from the flames, which were blowing in one continuous sheet directly across their path. After being detained more than an hour, an old mudscow was procured and made to answer for a ferry-boat. The heavy tubs were then taken down the bank of the river, carried over, and hoisted up again on the opposite embankment, and then their whole strength was brought to bear upon the destroyer.

A messenger was despatched to Boston about eleven o'clock for engines and men. The bells of the city were rung to call out the fire department, and Companies 10 and 15 were promptly detailed for that service. No. 10 was only thirty minutes going from the draw on Charlestown Bridge to the scene of conflagration, a distance of full five miles.

By the extraordinary exertions of the firemen, the lumber wharf of Mr. Manning, which was in great danger, was saved. The total number of buildings destroyed was twenty-five; number of families burned out, forty. Only a small portion of the furniture of those burned out was saved. Some of the stores, however, were principally cleared of goods before the fire reached them. The citizens of Medford vied with each other in extending hospitalities and sympathy to the unfortunate families made houseless by this great catastrophe.

The people of Medford duly appreciated the services of the firemen, and besides heartily thanking them for their prompt attendance, furnished them with a liberal supply of refreshments. Nearly every engine remained on the ground until about three o'clock in the morning, when they began to "limber up" and retrace their steps homeward. All the companies soon after left the ruins; but at half-past eight o'clock next morning the Medford companies were again called upon to put more water on the burning ruins.

One or two accidents occurred at this fire. An old man named Muler, who lived in the "Gregg House," in his haste to escape, fell into the flames and was badly burned. A fireman named William Davis fell from a building and his back was seriously injured. Another fireman had his foot badly cut by an axe glancing from a timber which he was in the act of cutting away.

Mr. Baker and his lady, of the hotel, are deserving of the greatest praise for their many acts of kindness to the sufferers. Mr. Baker kept "open house" to the firemen and all others who took an active part either in saving property or extinguishing the flames, while his amiable lady was unceasing in her efforts to render comfortable no less than eleven whole families, consisting of from three to nine members each, who had been kindly permitted to have a temporary home under her hospitable roof. Many of the children of these families, who were nearly naked, were promptly provided with comfortable garments, while the youngest portion were nicely "tucked up" in good warm beds for the night. Several other ladies of Medford are worthy of credit, going about among the sufferers and administering to their necessities.

The Medford Hotel and the railroad depot came very near being destroyed, but the almost superhuman efforts of the firemen saved them. As to the whole loss, it was impossible to get it correctly, but probably it will not fall below $75,000. No lives were lost, though there were several very narrow escapes. A number were severely

burned and blinded by the fire, and engineer Sampson received an injury to one of his eyes. The Medford Hook and Ladder carriage, with all the ladders, hooks and axes, was destroyed.

The following fire companies were present at the fire: Olive Branch, No. 3, of West Cambridge; Niagara, No. 5, of East Cambridge; Somerville, No. 1, of Somerville; Hamilton, No. 4, of Chelsea; No. 2, of Cambridgeport; four engines from Charlestown; General Taylor, No. 4, of Malden; one engine from Melrose; one from Woburn, and Nos. 10 and 15 from Boston.

1939 IN RETROSPECT.

With the year coming to a close, and the Society activities now a part of the past, it would seem apropos to briefly summarize what your officers sincerely hope proved to be an interesting program of events.

Our annual meeting took place on Monday evening, January 16, with Vice-President Everett W. Stone presiding in the absence of the president, Charles S. Morgan. The nominating committee made its report and as a result your humble servant assumed responsibility for the destinies of our proud organization and, with the kind coöperation of the membership as a whole, endeavored to maintain the high standards in entertainment which we have become accustomed to during the past forty-odd years.

Our speaker of the evening was Mrs. Arno Bommer, who spoke most interestingly of her recent travels through Alaska, illustrating her talk with a profusion of beautiful as well as educational pictures, which she reflected on a screen.

The February meeting carried us to Europe under the leadership of Mr. Albert N. Leman, associate editor of the *Boston Sunday Post.* Mr. Leman is a former foreign correspondent and a recognized authority on the subject he chose to speak about, "World Events and History in

the Making." Conditions which are now facing much of Europe were freely predicted by Mr. Leman, and his talk makes it easier for us to comprehend what has taken place to date.

For our March meeting we had Mr. John Sullivan, district manager of the New England Telephone and Telegraph Company, who presented sound movies on "Last September's Hurricane." Mr. Sullivan was well received and his films gave one the opportunity to ponder on the magnitude and destruction of something that had taken place so quickly that the true conditions were not appreciated at the time.

In April, we enjoyed one of the Yale University "Chronicles of America" films, entitled "The Eve of the Revolution." These films, perfect in detail, historically and educationally, opened up a new field of appropriate entertainment. During this month the spring meeting of the Bay State Historical League took place in Andover. Professor Franklin C. Roberts of Boston University spoke on "Early New England Education." For after the meeting a sight-seeing itinerary had been arranged, which was participated in by our large delegation present.

Through the courtesy of one of the country's largest railroads the May meeting was enlivened by sound-moving technicolor pictures descriptive of Sun Valley, Idaho, "An American Paradise of Scenic Beauty."

June saw the high light of the season's activities when the Society, in conjunction with the Royall House Association, tendered a reception to Mrs. R. M. Saltonstall, the Governor's mother and the former Eleanor Brooks of West Medford. Governor Saltonstall was present for part of the affair and with his mother received members of both societies. The Lawrence Light Guard acted as escort to the Governor and added a colorful touch to the festivities, as did about fifty young ladies from Medford High School, who served refreshments and presented our members to the receiving line. The young ladies were attractively gowned in pastel shades, which gave

color, while many members of both organizations came dressed in colonial costume, which added a picturesque touch to the reception, all in keeping with the historical background of the guest of honor and the cheery atmosphere of the Royall House under a June sky and a warm sun. Truly the day will be long remembered, and the Historical Society once again, here, thanks the Royall House Association for its coöperation. May there be a great many more of these joint affairs.

After a long summer recess, broken only by the meeting of the Bay State League at "Fruitlands," Harvard, Massachusetts, we stepped back in stride in October, when Colonel John J. Carew of the 101st Engineers, Massachusetts National Guard, addressed the members, taking as his topic "The Part the National Guard Plays in the Defense of Our Country." Colonel Carew's talk was highly interesting, and his question period proved enlightening to the many who saw fit to ask questions relative to the then recent manœuvers, and the "Second World War" just getting under way in Europe.

In November, we held an extra meeting, which was thrown open to the general public and which took place in the High School Auditorium. Our speaker extraordinary was Professor Albert Bushnell Hart, well-known authority on history and government, lecturer, writer on these and kindred subjects, Eaton Professor of the Science of Government *emeritus*, Harvard. Dr. Hart spoke on "The World's Afire," and his address was followed by an open forum, at which he answered all questions. This meeting was largely attended by history and government groups from the High School, and it is expected to become an annual event, with recognized authorities for the speakers.

Our regular November meeting was especially well attended, when another of the Yale University "Chronicles of America" films was shown, entitled, "The Landing of the Pilgrims." This film proved highly educational and forcibly brought home to us the early trials and tribula-

tions of these hardy souls even before they left England, to later land on Plymouth Rock and form the backbone of our nation.

Mrs. Emma M. Gray, our curator and librarian, took charge of the December meeting, which was a joint "Christmas Open House" and regular meeting. The cases were all attended by a member, whose duty it was to explain the many treasures. A Christmas tree had been set up and decorated, as well as candles lighted and placed in all the windows. The party was informal, tea was served, and newer members met the older members, all in the spirit of the season. In the library, one of our newer members, Mr. Everett N. Kearney, displayed a large number of old, rare, and curious books, many being first editions. Mr. Kearney spoke on "Book Collecting as a Hobby" and "First Editions and How to Know Them." His talk was extremely interesting, and from the interest shown it seems safe to say that book collecting will become a popular hobby among our members. After Mr. Kearney's talk, Mr. Sidney Guild, vice-president of the Royall House Association, read Dickens' "Christmas Carol," which immediately preceded the serving of refreshments which brought to a close another year.

Here, however, we want to say that the Medford Historical Society has added nearly one hundred new members during the year, has increased its list of subscribers to the REGISTER, was instrumental in having the new school on Powder House Road named for our first president, William Cushing Wait, and sponsored the name of the late Godfrey de Courcelles Chevalier for the new Memorial Auditorium in the Medford High School.

With every sincere wish for your continued coöperation with the officers of our Society, and with a fond hope that next year will bring to you, each and every one, health, happiness and prosperity,

WADE STUART HERVEY, *President.*

U. S. S. *MEDFORD.*

Much interest is being shown locally and in Washington relative to giving the name *Medford* to one of the cruisers now under construction in accordance with the nation's preparedness program. Alderman Maxwell S. Inman recently introduced a resolution to that effect, which was adopted by the Board of Aldermen of 1939, and Mr. Thomas M. Connell, corresponding secretary of the Medford Historical Society, has been in correspondence with Senator David I. Walsh, chairman of the Senate Naval Committee, Senator Henry Cabot Lodge, Jr., and others, with this end in view. Senator Lodge's sympathy with the idea brought quick response. The REGISTER has the privilege of being the first to give publicity to his reply, and takes great pleasure in doing so, as follows:

DEAR MR. CONNELL:

I have your letter and am glad you sent me a copy of your article in regard to Medford's past shipbuilding history, and the resolution adopted by the City Government, urging that one of the new vessels being constructed for the Navy be given the name *Medford.* I shall be very glad to bring the matter to the attention of the Secretary of the Navy, and as soon as I hear from him I will let you know. I am making a special plea; Medford has an unusual tradition in this respect. Sincerely yours,

H. C. LODGE, JR.

It is expected that resolutions will be forwarded to the proper authorities by the Medford Historical Society as the representative of Medford's historic past, whose building houses priceless models of old Medford ships, memorials of the industry that flourished in Medford for three-quarters of a century and which was the chief support of the town, bringing many outstanding citizens and artisans to the community.

Medford deserves recognition. Its ships have sailed the seven seas, and their story is one of hardship and adventure. The part its shipbuilders played in the creation of American commerce must not be overlooked. U. S. S. *Medford* will bear a proud name.

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Medford Historical Society

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THE SCHOOLHOUSES OF MEDFORD. *Dr. Edward W. Barrett*	40 cents
MEDFORD HIGH SCHOOL CENTENNIAL . . .	40 cents
PAGEANT OF THE MYSTIC	35 cents
ROUND ABOUT OLD MEDFORD	Out of Print
ROUND ABOUT MIDDLESEX FELLS	75 cents
PICTURE MAP OF 1880	$1.00
THE TWO HUNDRED SEVENTY-FIFTH ANNIVERSARY BOOK	Out of Print

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THE

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GODFREY CHEVALIER MEMORIAL

MARCH 7, 1910

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MEDFORD

MASSACHUSETTS

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The Medford Historical Register.

VOL. XLIII. MARCH, 1940. No. 1.

THE MAN WE HONOR.

GODFREY DE COURCELLES CHEVALIER was born at Providence, R. I., March 7, 1889, the son of Charles N. and Elizabeth A. (Waterhouse) Chevalier. Coming to Medford as a young man, he attended the public schools and entered Medford High School in the fall of 1902, later to leave while in his senior year to enter the United States Naval Academy.

Modest and retiring, "Darb" Chevalier sought not the limelight, yet in the manly spirit of physical and mental competition it was only a short while before the limelight he sought to shun was focused full upon him.

In the High School battalion, he was selected in his second year for a corporalcy; he had already won the first prize in the junior individual drill. In 1904, he won the senior individual and bayonet drills, and representing Medford High School at the M. I. T. interscholastic military drill competition, at Boston, he won the championship in individual drill. He was selected for a sergeancy and was assigned to "B" Company.

In 1903, he was elected treasurer of his class. He also served as captain of crew and track, and managed the hockey team and his class play. In his senior year, he was editor-in-chief of the *Review*, resigning after mid-years to prepare for the entrance examination for Annapolis.

During Medford's 275th anniversary celebration, he won one gold and three silver medals in the athletic events, and captained the victorious relay team made up of Mather, Coe, Perrin and himself. While captain of the track team, he won the six hundred yards open run

at the first indoor meet of the "Prep" league in Mechanics' Building, Boston, and at the annual field day took second prize for both the four hundred and forty and eight hundred and eighty yard runs. In his senior year, he ran fourth on the relay team which whipped Malden at the Lawrence Light Guard Athletic Association meet, held in the local armory, having such men as Blanchard, Nelson and Teele to assist.

Being a thorough and well-rounded athlete, he was a member of the Medford Boat Club, where he made his mark as a paddler and swimmer. He trained vigorously at the armory, where, having endeared himself to all, he was selected on two different years to go to camp with the Company as orderly. Even to the time of his untimely death he could chin himself with either hand and prided himself on being physically fit always.

Being inclined towards things military, "Darb" Chevalier took the 1906 examination for Annapolis, which was held that year in the Winchester High School. As the result of the competition, both mental and physical, he topped the list and received his appointment from Congressman McCall. He immediately left High School to enter a naval preparatory school near Annapolis, where he prepared for his final entrance examination to the Academy.

A MIDSHIPMAN HERO.

While it is now almost thirty years since the night of October 1, 1910, the story of Godfrey de C. Chevalier and his almost superhuman feat of rescuing twenty men from drowning is still related wherever naval men gather, and his glory still lives in naval tradition.

Fresh from the Naval Academy and only having just reached man's estate, the young man, fearless and unafraid, found the eyes of the whole world upon him, for, unknowingly, he had placed his name in the annals of naval heroes.

He was a midshipman on the U.S.S. *New Hampshire.* A shore-leave party of one hundred and fifty sailors was returning to the ship in the evening, transported in a barge that was being towed by a navy cutter in his charge.

They had barely cleared from the 157th Street dock, bucking a high wind that kicked up a heavy sea in the Hudson; in addition the tide was running strong and the swells from several large river boats caused the cutter and barge to pitch dangerously. Suddenly a large wave swamped the barge and a shrieking, struggling mass of men were hurled into the cold waters of the river.

More than one-half of the men could not swim, and Chevalier was quick to appreciate the immensity of the danger. The capsizing was witnessed by the ships of the fleet, but even as they were lowering away their launches sailors were going under the water not to rise again.

The lithe and wiry figure of this Medford boy was seen poised on the stern of the cutter. Another instant and he had made a neat, clean dive into the Hudson. A minute later he was back to the cutter with the collar of a fast drowning sailor clutched in his hand.

Back again he went into the grasping, strangulating swirl of humanity. It requires only a little imagination to visualize the sickening scene. So suddenly had the catastrophe happened that nearly the whole boatload was paralyzed with panic. It was a case of every man for himself. Shrieks rose high above the din of the river traffic. Drowning men clutched at the nearest to them. The turbulent Hudson buffeted all, so that the strong swimmers stayed up with difficulty.

The marvel of it all is how coolly Chevalier worked in this watery bedlam. Instinctively he avoided the men who needed help the least. Now he paused to uppercut a big sailor who was dragging a mate under. He reached and got a man who was going down for the third time and hauled him back to the waiting cutter.

Again he went back, but here imagination halts, for it is impossible to conceive whence came the superhuman strength and courage that enabled him to rescue seventeen more. Never before or after was there such a sublime exemplification of sacrifice supreme.

When this young midshipman returned with his twentieth man, he turned to go again. But, though his stout heart held up, his weary limbs refused to obey its impulse. He had to be dragged into the boat unconscious. And it was characteristic of him that he should later answer a friend's question by saying:

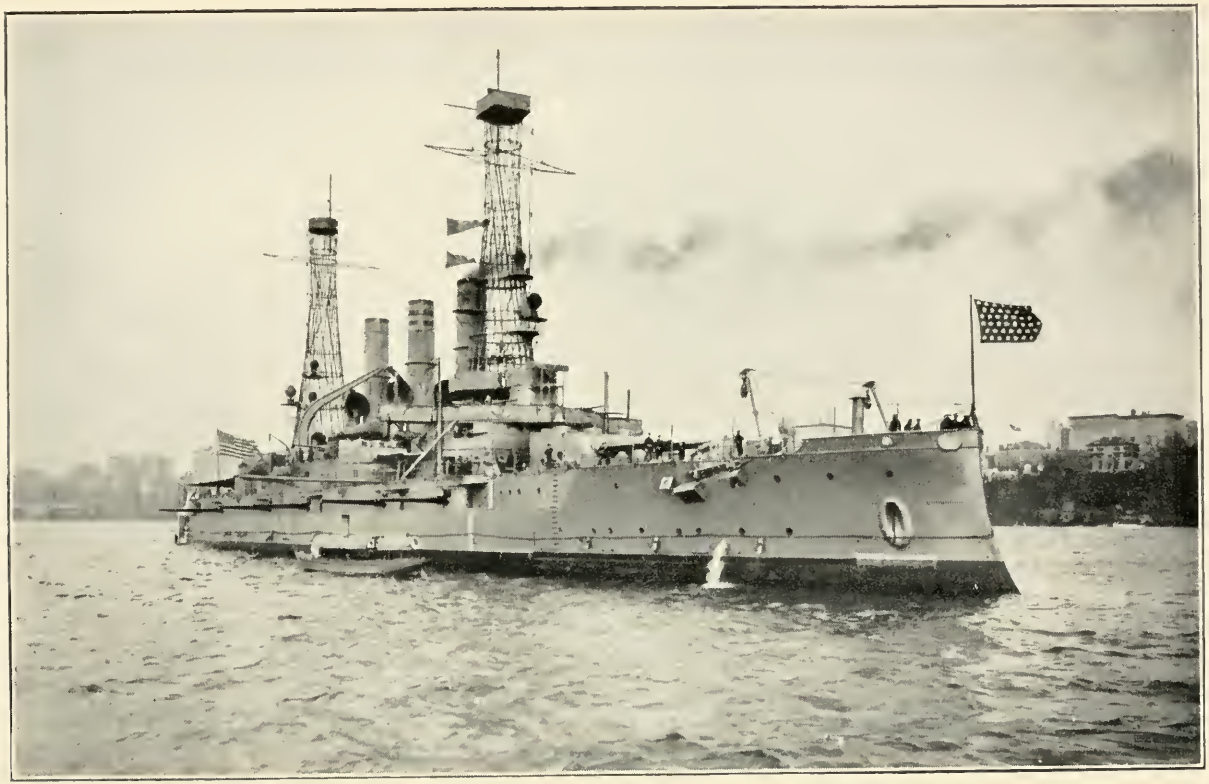
"Any part that I played in the unfortunate affair is so completely overshadowed by the loss of twenty-nine of our men that I simply cannot bear the memory of it." For weeks he was in the hospital recuperating.

The *Washington Post* commented upon the exploit editorially, as follows:

"It would be an ungrateful republic indeed that would pass the signal heroism of Midshipman Godfrey de Courcelles Chevalier of Medford, Massachusetts, without substantial recognition and reward.

"Chevalier was in charge of the cutter from the *New Hampshire* battleship which had in tow the big sailing launch that went to the bottom of the Hudson last Saturday night, causing the loss of twenty-nine lives. A tall boy, fresh from the Naval Academy, new to responsibility, he rose heroically to the disaster that confronted him.

"With the shrieks of drowning men piercing the night, and waving arms clutching the air, this twenty-year-old youngster stripped himself of his outer garments, plunged in, towed four persons to safety, and went back and got others, diving, swimming, and struggling, until, completely exhausted, after saving no fewer than twenty lives, he was dragged aboard by his comrades. Even then, hysterical with grief, when he learned that many others were missing, he wanted to go back and begin



U. S. S. *NEW HAMPSHIRE*

"Official Photograph U. S. Navy"

all over again. But for the restraint of his comrades he would have surrendered his own life in his zeal to save others.

"Warmly commended for his heroism by Rear Admiral Vreeland and Captain Rogers, of the *New Hampshire*, young Chevalier has, as a matter of form, been ordered to report for court-martial, the cutter having been under his command. His superior officers, however, absolve him from all blame, and it is said that he will be recommended for promotion of several points in grade.

"Such a promotion is scant recognition for the services rendered by the young midshipman. In England such heroism would be rewarded with the Victoria Cross. This government has no similar decoration for great deeds of valor, but it is time that such a decoration should be provided. A hero like Midshipman Chevalier should receive from the hands of the President of the United States a testimonial given in the name of the nation, something that could be handed down to posterity as a badge of the highest honor. And Congress should also provide for the substantial recognition of such heroism by an appropriation of money in no niggardly amount.

"Let the reward to this brave young midshipman be as noble and generous as his own act, and thus serve as an inspiration to the men of the army and navy!"

Again the limelight was forced upon Chevalier in the following March. The *New Hampshire* was being drydocked at Brooklyn. Standing in the engine-room, he was startled to observe water rushing into the fireroom. With Chevalier, to see was to think and act simultaneously. His snap judgment was that the valve controlling the flooding of the fireroom was out of order. Calling to the chief machinist, he started for the valve.

If he was wrong in his judgment, the odds against his getting back to safety were great. In any event, his

government stood to lose more than $1,000,000 in repairs if the engine-room machinery was flooded.

Getting down on his hands and knees, he crawled to the flooding valve. Sea water splashed in his face. He reached the valve. With a hand wrench he strove in vain to turn it. Your ordinary man would have quit. Not Chevalier.

His eyes, peering through the darkness of the flagship's bottom, made out a big bucket of red lead. Again, to see was to think and act simultaneously. He grabbed the red lead, dove into the murky water, and smearing the lead around the leaking valve temporarily checked the flooding until he could get on deck to report to Lieutenant-Commander Chadwick, the executive officer. He ordered pumping of water into the drydock reversed. When this had been done, an examination on the outside showed that the valve was broken.

One could go on indefinitely regaling with the many exploits and experiences of Chevalier. He was a modest and courageous man. May his glory live forever, constantly inspiring youth to greater things and to the manly attributes of an officer and a gentleman.

THE LUCKY BAG.

The Year Book of the U. S. Naval Academy for 1910 described Godfrey Chevalier as "a curious mixture of New England Yankee and temperamental Gaul, both of which are eternally fighting for the mastery in his nature. . . . Made a very efficient three-striper Plebe summer and was early marked for great things. . . . Has many friends in the yard, but never could be accused of greasing, and would take many D's himself rather than get a classmate one. Is always liked, and readily adapts himself to whatever company he may be in. Will probably make an excellent officer, and you may be very certain that 'Darb' will make an excellent friend."

LIEUTENANT COMMANDER GODFREY DE COURCELLES CHEVALIER UNITED STATES NAVY

1889 — Born March 7, at Providence, Rhode Island.

1906 — Midshipman from 8th District of Massachusetts.

1910 — U.S.S. *New Hampshire.*

1912 — Ensign.
U.S.S. *Petrel.*
Naval Academy (aviation duty).

1913 — U.S.S. *Cumberland* (in connection with Naval Aviation Camp).
Naval Academy.

1914 — Atlantic Reserve Fleet, duty on U.S.S. *Mississippi* (additional duty in connection with aviation).
U.S.S. *North Carolina* (additional duty in connection with aviation).
Naval Aeronautic Station, Pensacola, Fla.

1915 — Appointed Navy Air Pilot, No. 7.
Lieutenant, j. g.
Designated as a Naval Aviator for duty involving actual flying in aircraft.
Temporary duty as inspector during construction of hydro-aeroplanes at Marblehead, Mass.

1916 — U.S.S. *North Carolina.*
U.S.S. *Washington* (additional duty in connection with torpedoes of that vessel).
Name of *Washington* changed to *Seattle.*

1917 — U.S.S. *Neptune.*

France (duty in connection with aeronautics).

Temporary duty, headquarters, Paris.

Lieutenant, temporary.

U. S. Naval Aeronautic Station, Dunkirk, Nord (in command).

1918 — Lieutenant.

Temporary duty, London, England.

St. Inglevert, duty with Northern Bombing Squadron, U. S. Naval Aviation Forces.

Lieutenant-Commander, temporary.

U. S. Naval Headquarters, London, England.

Naval Operations, Navy Department.

1920 — Flagship of the Commander-in-Chief, Atlantic Fleet (duty in connection with fleet aviation).

Mitchell Field, Mineola, Long Island, N. Y. (Commanding Officer of the Atlantic Fleet Ship Plane Division).

Navy Yard, Norfolk, Va. (duty involving actual flying in aircraft, in connection with fitting out the *Langley*).

1921 — Lieutenant-Commander.

Additional duty Naval Air Station, Hampton Roads, Va., as Officer in Charge of Langley Aviation Detachment, Hampton Roads, Va.

1922 — U.S.S. *Langley.*

Died November 14, at Naval Hospital, Norfolk, Va.

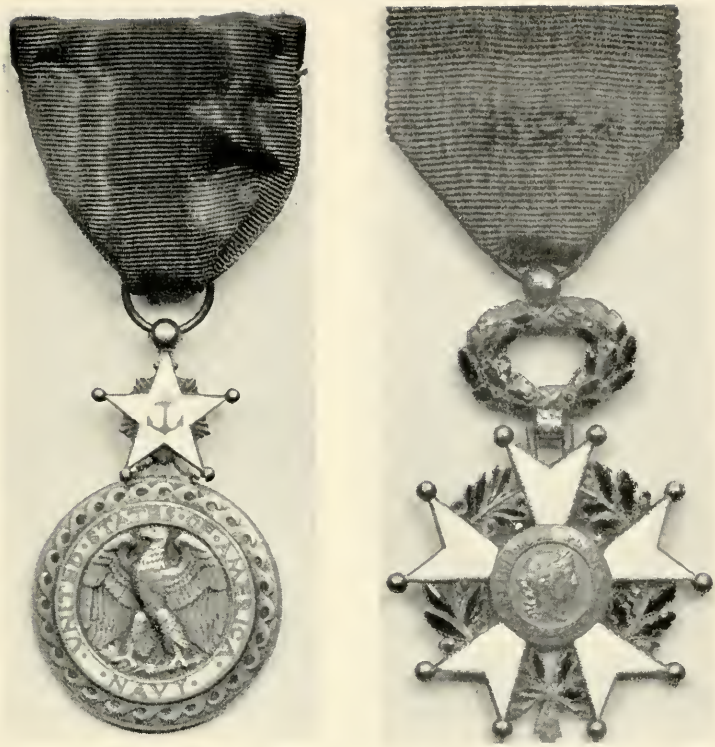
Cause: Multiple injuries, extreme (airplane accident).

Mexican Service Medal.

Victory Medal with Overseas Clasp.

French Legion of Honor, rank of Chevalier.

Croix de Guerre with Palm, by France.



LEFT: *Distinguished Service Medal. Citation:*

"For exceptionally meritorious service in a duty of great responsibility in connection with the first aeronautical detachment to reach France, and as Commander of the U. S. Naval Air Station at Dunkirk, which was established and maintained in spite of constant bombing by the enemy. Later he commanded the Assembly and Repair Base at Eastleigh, England."

RIGHT: *French Legion of Honor. Citation:*

"In spite of numerous losses and frequent bombardment, he brought the first center of the American hydroplane service in France to a high degree of activity and military valor."

AMONG THE FIRST TO REACH FRANCE.

It is interesting to know that records in the Office of Naval Records and Library, Historical Section, Navy Department, show that Godfrey de C. Chevalier was in the first detachment of any branch of the service of the United States to land in France.

These records have been copied by Robert S. Robertson, Lieutenant, U. S. Navy (Ret.), and are as follows:

"The first Naval Aeronautic Detachment (No. 1) went over on the U. S. S. *Neptune* and the U. S. S. *Jupiter*. It was the first detachment of any branch of the service of the United States to land in France.

"The *Jupiter* sailed from New York on May 23, 1917; the *Neptune* sailed from Norfolk, May 25, 1917. The *Jupiter* arrived in Bordeaux, France, on June 7, 1917, the *Neptune* arriving the following day at St. Nazaire.

"The following-named officers of this first Aeronautical Detachment sailed on the *Neptune:* Lieutenant-Commander K. Whiting, commanding; Lieutenant V. C. Griffin; Lieutenant G. de C. Chevalier; Paymaster Omar D. Conger; Assistant Paymaster F. E. Michel; Doctor A. C. Sinton, Jr.

"It was decided to put Lieutenant Chevalier, he being the most experienced pilot in the United States Navy, in charge of fighting units, such as that proposed for Dunkirk, and in order to enable him to lay out the necessary courses of instruction and to operate a fighting squadron when formed, he was put through the entire curriculum of a French pilote de chasse. After preliminary flights on Caudrons at Tours he was ordered to Avord, where he took the entire course on Penguins, 28-meter Neiuports, 23-meter Neiuports and 18-meter Neiuports. From Avord he was ordered to Pau, where he did group flying, precision flying, 15-meter and 13-meter Neiuports flights and acrobacy, and received

a preliminary course in gunnery. From Pau, Lieutenant Chevalier proceeded to the School of Aerial Gunnery, Cazaux, where he took both the seaplane and land courses in gunnery, with both mobile and fixed guns. After leaving Cazaux he was on temporary duty in Paris for a short time and then proceeded to Dunkirk, where he assumed command on November 10.

"Lieutenant Chevalier completed these courses in a remarkably short time, and received 'excellent' reports from the commanding officers of the various French schools through which he passed."

EARLY NAVAL AERONAUTICS.

The first flight by man was made December 17, 1903, at Kitty Hawk, North Carolina, when the Wright brothers, Wilbur and Orville, proved to the world that flying was more than an idle dream. Four flights were made in this machine, the first being of only twelve seconds' duration, yet it was the first time in which a machine carrying a man had raised itself into the air in free flight. The second and third flights were a little longer; the fourth lasted fifty-nine seconds, covering a distance of 852 feet aloft and against a twenty-mile wind. The Wright brothers' experiments continued during 1904 and 1905 with another machine, increasing the time to thirty-eight minutes, and covering a distance of a little better than twenty-four miles.

This first machine to fly weighed only 605 pounds, and even with the operator only 750 pounds. The power of the motor was ten to twelve horsepower, with a motor speed of 1020 R. P. M. in flight, driving the propeller at 340 revolutions per minute. The wing spread was forty feet, four inches; length of chord, six feet, six inches. The total area of wings was 530 square feet, with the area of the elevator and vertical rudder forty-eight and twenty square feet respectively.

While it is a matter of record that the United States

Government had been closely following all aeronautical experiments, it was only a few years before the first actual flight that any serious consideration was given to the matter. President McKinley apparently had some conception of the possibilities of flight and had convened a military board to consider the merits of Professor Samuel Pierpont Langley's experiments under the sponsorship of the Smithsonian Institute. Later, in 1903, the government actually backed Professor Langley, and saw about $75,000 sink beneath the surface when Langley's airdrome crashed and sank in the Potomac River.

Seven years brought many changes, yet flying was still a novelty. While no branch of the navy accepted the responsibility of studying or developing the airplane, it was the custom, if a naval force was near the scene of any aviation activity, to send an observer.

At the Harvard-Boston Aviation Meet in September, 1910, Lieutenant Charles A. Blakely was detailed to this duty. He had the enthusiasm of a young man who wanted to fly and observe first hand. This he did in a Curtiss Special, with a pilot named Willard, and as a result his report pictured the great possibilities of the airplane for naval use.

While no money was yet available for the navy's necessary experimental work, somebody did have vision, and as the result Captain Washington Irving Chambers was transferred from command of the U. S. S. *Louisiana* and ordered to duty in the Navy Department. His duty was to keep himself informed on what was taking place in the field of aviation, with a view to advising the Navy Department concerning this new science and the adaptability of the plane for naval use. He was also to gradually promote aeronautics in the navy by procuring the necessary equipment and instructing the navy personnel in its use.

Captain Chambers worked unceasingly in his new duties, and for a long time he was almost alone in his

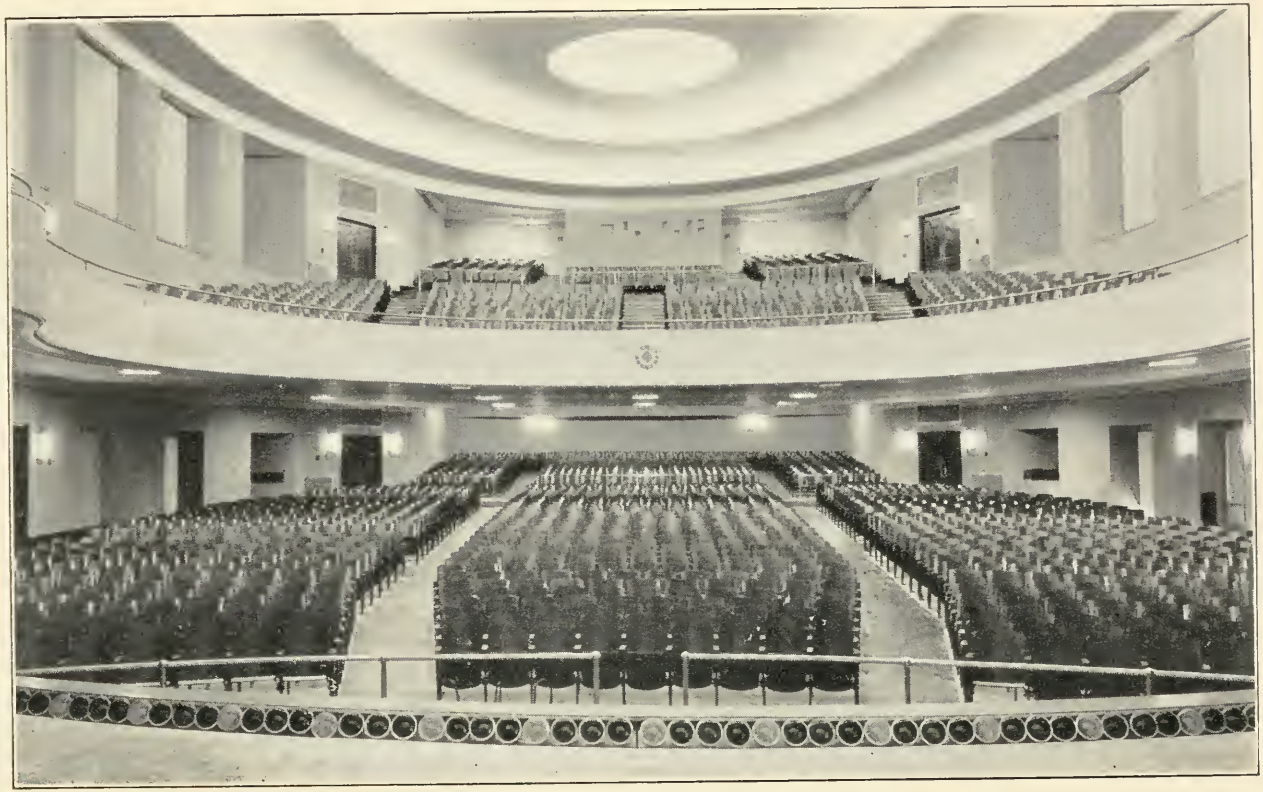
advocacy of the airplane for naval use. When, in 1910, his task seemed almost hopeless and a less enthusiastic man would have been discouraged, the word came from France that a hydroplane had been successfully flown. Radio communication between planes and the ground had recently been proved feasible, and now came a plane that could land on or take off from water. It is at this point that the Navy Department really became enthused, and aeronautics became a serious study, though only in theory because the navy had no fliers as yet.

Flying had become fairly common now, even though it was more or less confined to aviation meets and exhibitions. A speed of sixty-eight miles per hour had been attained, and Johnstone had ascended to almost ten thousand feet. Newspapers were still undecided in their stand, many taking issue with all who advocated the aeroplane for naval purposes, while others considered very limited use hardly justified the cost.

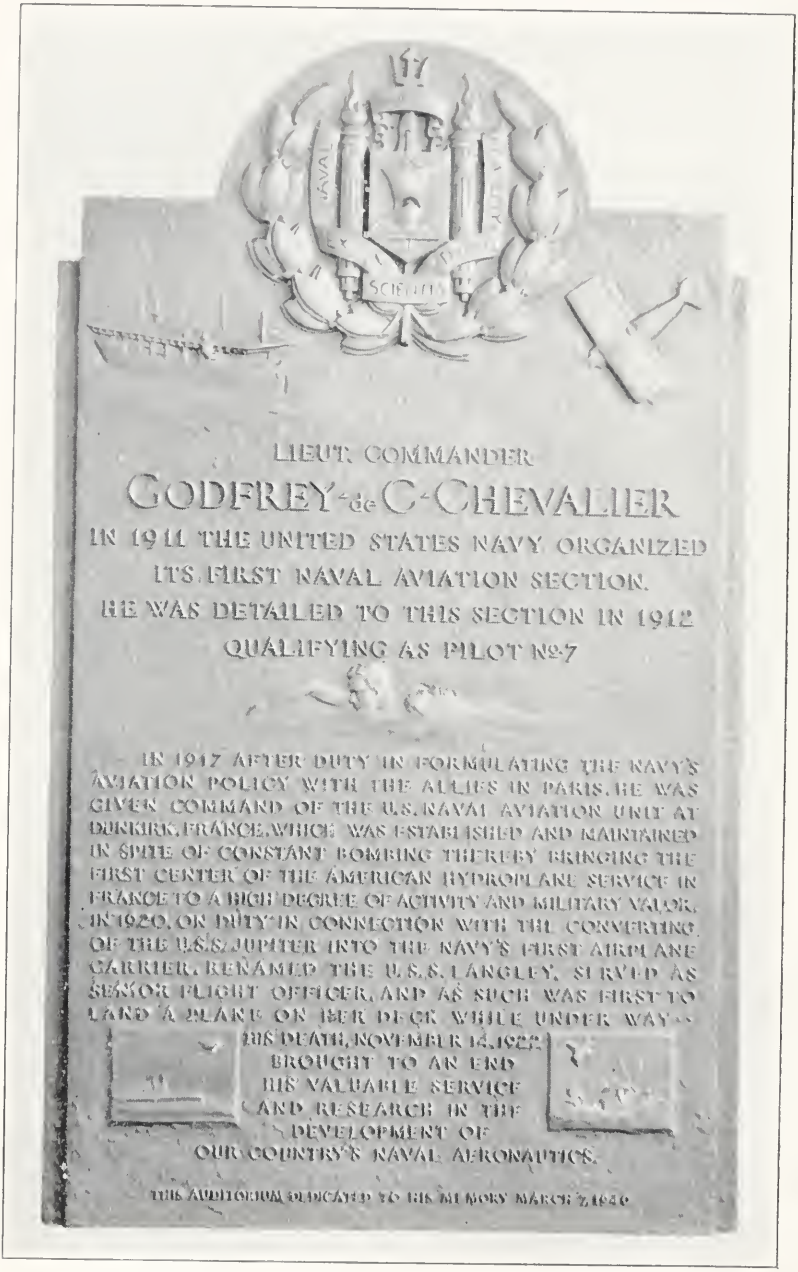
Chambers, now more enthusiastic than ever, followed every aviation meet and visualized with each new stunt some practical use the navy could make of it. While at a meet at Halethorpe, Maryland, he was particularly impressed when he saw contesting pilots drop bags of flour on targets on the ground. He realized that if such accuracy was possible from crude "crates," with flour bags, the results from bombs dropped by trained men from suitably designed planes might well change all modes of war.

About this time the *New York World* announced it was convinced that it was possible for a plane to leave the deck of a ship, carrying mail, thereby saving many hours from Europe. The Hamburg-American Steamship Line had also been studying this possibility, so the two agreed to work together making a fact from theory.

The liner *Kaiserin Auguste Victoria* was available, and J. A. D. McCurdy was chosen as the pilot. At his suggestion, and under his direct supervision, a platform one hundred feet long was erected over the stern of the



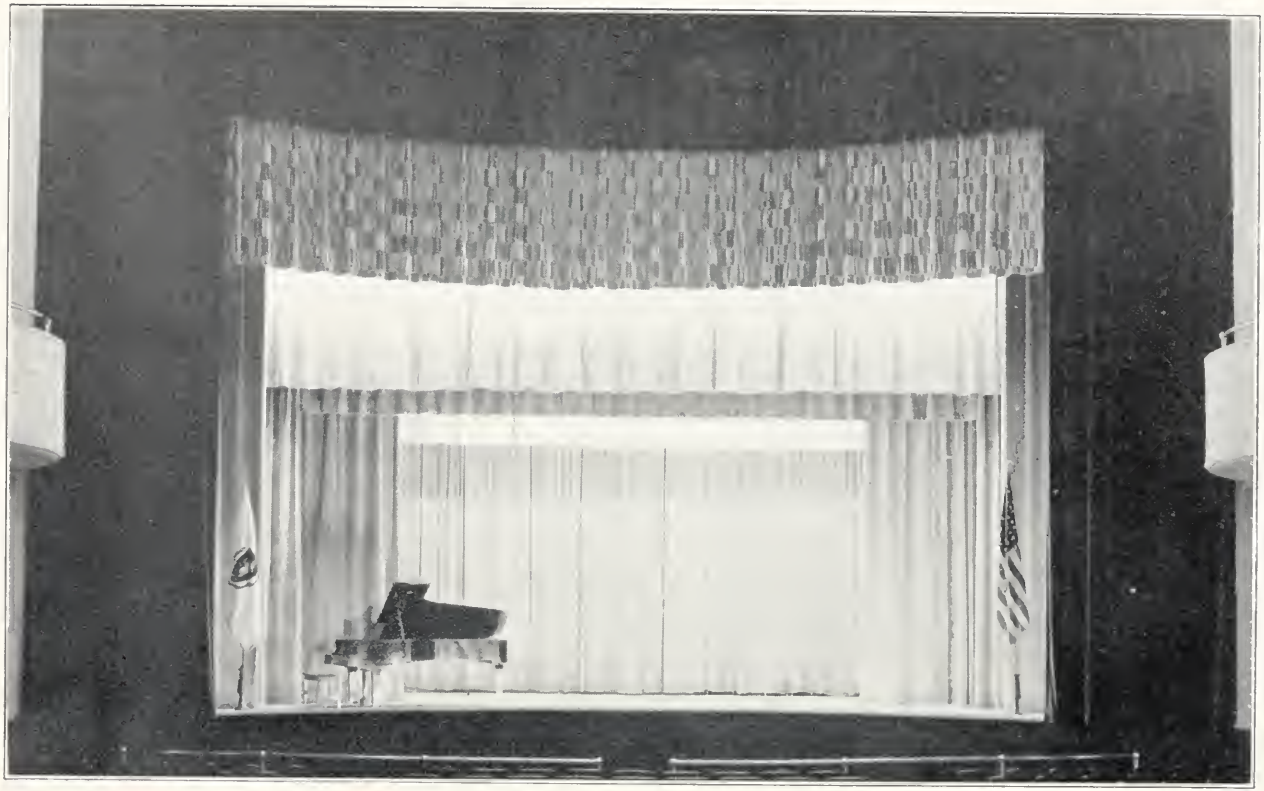
THE CHEVALIER AUDITORIUM FROM THE STAGE


LIEUT. COMMANDER
GODFREY de C. CHEVALIER
IN 1911 THE UNITED STATES NAVY ORGANIZED
ITS FIRST NAVAL AVIATION SECTION.
HE WAS DETAILED TO THIS SECTION IN 1912
QUALIFYING AS PILOT №7
IN 1917 AFTER DUTY IN FORMULATING THE NAVY'S
AVIATION POLICY WITH THE ALLIES IN PARIS, HE WAS
GIVEN COMMAND OF THE U.S. NAVAL AVIATION UNIT AT
DUNKIRK, FRANCE, WHICH WAS ESTABLISHED AND MAINTAINED
IN SPITE OF CONSTANT BOMBING THEREBY BRINGING THE
FIRST CENTER OF THE AMERICAN HYDROPLANE SERVICE IN
FRANCE TO A HIGH DEGREE OF ACTIVITY AND MILITARY VALOR.
IN 1920, ON DUTY IN CONNECTION WITH THE CONVERTING
OF THE U.S.S. JUPITER INTO THE NAVY'S FIRST AIRPLANE
CARRIER, RENAMED THE U.S.S. LANGLEY, SERVED AS
SENIOR FLIGHT OFFICER, AND AS SUCH WAS FIRST TO
LAND A PLANE ON HER DECK WHILE UNDER WAY.
HIS DEATH, NOVEMBER 14, 1922,
BROUGHT TO AN END
HIS VALUABLE SERVICE
AND RESEARCH IN THE
DEVELOPMENT OF
OUR COUNTRY'S NAVAL AERONAUTICS.
THIS AUDITORIUM DEDICATED TO HIS MEMORY MARCH 7, 1924

MEMORIAL TABLET AT RIGHT OF STAGE

PRO PATRIA
1889
1922
GODFREY de C. CHEVALIER
LIEUT. COMMANDER · · UNITED STATES NAVY
1906 UNITED STATES NAVAL ACADEMY 1910
MEDFORD HIGH SCHOOL · · CLASS OF 1906
A PIONEER NAVAL AVIATOR
FIRST AERONAUTIC DETACHMENT TO FRANCE
U. S. S. JUPITER · ST. NAZAIRE · JUNE 7, 1917
"IN WAR AND IN PEACE, HE LIVED, TRIED, CONQUERED AND DIED - A GENTLEMAN UNAFRAID.
HE DIED, AS AN EAGLE WOULD DIE, EYES FRONT, WINGS OUTSPREAD - IN FLIGHT.
SUCH MEN EXALT THEIR UNIFORM AND THEIR SERVICE, AND THEIR SOULS WING THEIR WAY TO THEIR GREAT COMMANDER STILL UNAFRAID."
THIS AUDITORIUM DEDICATED TO HIS MEMORY MARCH 7, 1940

MEMORIAL TABLET AT LEFT OF STAGE



THE STAGE OF THE CHEVALIER AUDITORIUM

ship. As the platform had a slight slope, the clearance above the water was sixty feet, and everything was now considered satisfactory and ready for the test. This test did not take place, however, because of heavy rains and high winds, but the sponsors announced the experiment would take place later in the month from the deck of the liner *Amerika*, but even this failed to materialize.

Captain Chambers took up the idea where the others had dropped it, feeling that now, if ever, he must prove that a ship-based plane was not only possible but practicable.

He went ahead with his plans, having had the U. S. S. *Birmingham* placed at his disposal at Norfolk. A platform eighty-three feet long and twenty-four feet wide was built on the forecastle, slightly sloping to clear the water at thirty-seven feet. The platform now almost ready, all that was needed was a plane and a pilot, neither of which was in existence in the entire United States Navy. Wilbur Wright was approached but he said the idea was "No good!" and he even refused to allow any of his men to even so much as consider participating in the crazy scheme.

When about ready to give up and admit defeat, Captain Chambers had Eugene Ely, who had heard of the scheme, volunteer for the flight, and the trials were set for November 19. The *World*, learning of this, decided to reconsider its delay. The liner *Pennsylvania* was in port, and the Hamburg-American company agreed to its use, with Saturday, November 12, the date for the flight.

McCurdy's plans to fly from the *Pennsylvania* met with failure when damage caused to his propeller, when it struck an oil can, delayed any possibility of the flight, and the liner put to sea, having missed its chance to be the first airplane carrier.

Learning of the failure of the *World's* flight, Captain Chambers decided to set his date forward to the four-

teenth, and Ely was told to come to Norfolk, with only two days to get there with all his equipment. On Monday morning, November 14, all was ready. The weather was bad, however, with heavy winds and rain squalls, and the weather reports indicated a severe storm on the way. Ely tuned up his motors and was ready.

While it had been planned to head down the bay, into the wind, at a speed of ten knots, the weather became so thick that the cruiser was forced to drop anchor off Old Point Comfort, and wait for a break in the weather. This break came about mid-afternoon, and in view of the storm that was coming it was decided to begin operations. Ely began to warm up his motors. He was impatient. The ship was slow getting underway. Ely realized that this was only a break in the storm and that the weather would get no better. He either had to go then or postpone the flight.

His engines racing, he made sure that all was clear, and signalled for release. He made the fifty-seven foot run, dropped off into space, levelled off. Barely skimming the surface, the undercarriage hit the water, as did the blades of the propellers, whose tips were shattered, but the engine never weakened. The ship made altitude and the flight was a success.

Ely received nothing more than a letter from the Secretary of the Navy for his flight, which was described as being "valuable for the possibilities of naval scouting."

Still the government was only lukewarm, and Chambers still fought to show them. He was planning to have Ely land his plane on the deck of a warship. Curtiss was perfecting a plane to land on or take off from water, and had offered to train an officer to fly, promising that the officer would be closely and actively identified with the development of his hydroplane. After due consideration, the Navy Department accepted the offer of Curtiss, and Lieutenant T. G. Ellyson was detailed to him for training. San Diego offered, through John D.

Spreckles, the owner, North Island for aviation purposes, and here became the first flying school and Ellyson the first naval flier.

By the end of 1910 Chambers was urging two planes, or at least one, for each of the navy's cruisers. The hydroplane was in the offing, and certain, and the navy needed land planes to train pilots to be available for them when ready. Plans had been made to land a plane on the deck of the U. S. S. *Pennsylvania*, and Ely was chosen for the task. The original plan called for the landing while the ship was in motion, but lack of maneuvering space made this impractical. However, on the morning of January 18, 1911, Ely landed his plane on the deck of the *Pennsylvania*. Having taken off before, and now having landed, he demonstrated that the airplane carrier had arrived.

Since March of 1910, when Henri Fabre had made his first successful flight from the water with a hydro-airplane, there had been much experimenting with this type of plane. Many difficulties had to be overcome, and now Curtiss was to demonstrate his improved model which did both—take off from or land on water as well as land.

For a plane to land on the water's surface, to later be hoisted upon the deck of the ship, did, to a large degree, prove that he now had the airplane that all navies of the world had been waiting for. The plane would be lowered to the surface for flight and, returning again to the ship's side, would be raised on deck.

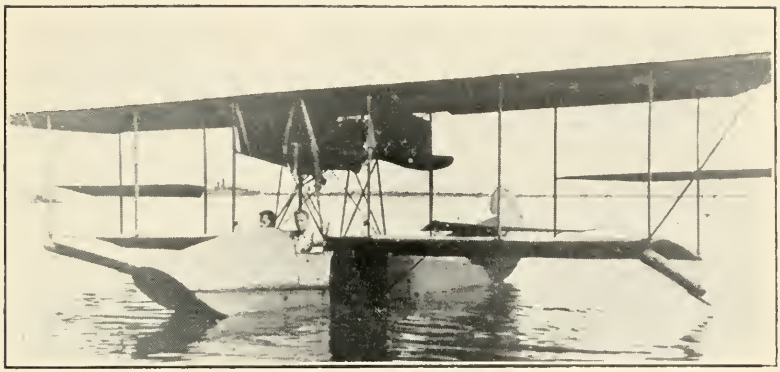
Curtiss had won the sympathy of the die-hards in the navy and of the public who had ridiculed his experiments. A flight from Key West to Havana was suggested, with the *Havana Post* offering a prize for a successful land plane flight to Havana. Curtiss accepted, and McCurdy was once more selected for a hazardous task. The navy coöperated, with four destroyers spread out over the course, and on the morning of January 28, 1911, the flight took place, only to just fall short of

requirements when the plane was forced to the surface almost within sight of its objective. Nearly one hundred miles had been covered, however, and it was conceded that a plane that could fly from one ship to another, taking off and landing at will on either ship's deck, was now a reality.

"What about the ship which has no deck for planes to land on?" "Show me that it is feasible for an aeroplane to alight on the water alongside a battleship." These were the challenges made to Curtiss. He had accepted the others, and now he would accept these. The U.S.S. *Pennsylvania* was anchored in San Diego Bay, and permission was granted to use her for the experiment. Sending word to the cruiser that he would like to go aboard, and receiving the reply, "Come on out," he took off, and within a few minutes had alighted upon the surface directly beneath a boat crane. Slings were mounted on the upper wing and the crane hooked onto these, raising the plane to the ship's deck. After congratulations and a short talk on the possibilities of this type of plane in connection with the navy's requirements, he was lowered once more to the surface and flew back to the North Island school base.

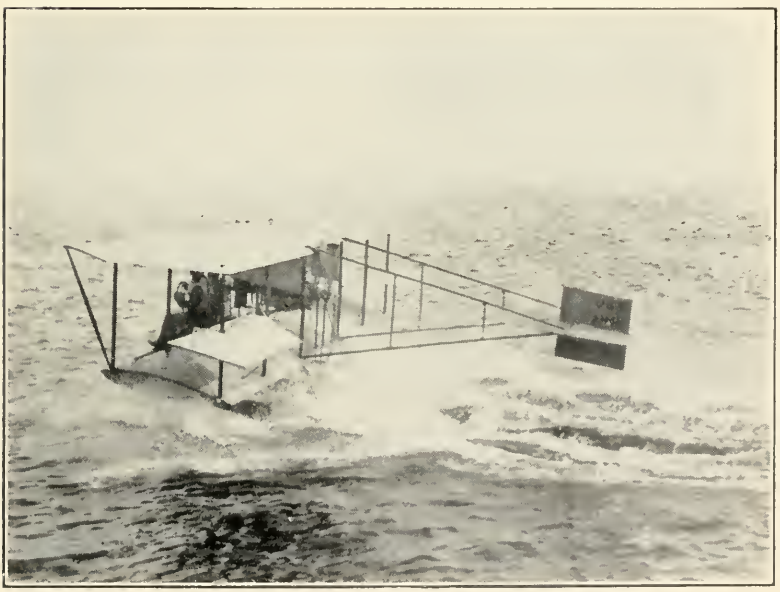
The navy was now aware of the importance of planes in conjunction with naval operations. Planes and pilots were needed, Captain Chambers insisting that a plane for every ship was none too many. He finally was rewarded for his efforts when the sum of $25,000 was included in the Navy appropriation bill, and with only one flier it seemed probable that the navy might now acquire one plane with others to follow.

Naval officers were clamoring for flight training. Captain Chambers had just received the first official recognition of his aviation duties. He was to devote his full time to aviation, although there was no official or designating title as yet, and it was his duty to coördinate the various bureaus of the Navy Department with this new field of endeavor—aeronautics.



TOWERS AND CHEVALIER IN NAVY'S FIRST "F" BOAT

"Official Photograph U. S. Navy"



EARLY TYPE OF NAVY PLANE, A H—12

"Official Photograph U. S. Navy"

The plane builders were now offering to train naval fliers, contingent upon the purchase of their respective planes. Ellyson was with Curtiss, and Lieutenant John Rodgers was now ordered to Dayton, Ohio, to work with the Wright brothers, while Lieutenant John Towers, who today is chief of the Bureau of Aeronautics, was sent to Hammondsport to join Ellyson and Curtiss. Ellyson was now a qualified pilot under the rules of the Aero Club of America, and while the navy had no plane as yet, he became recognized as the first naval aviator.

Naval aviation was fast becoming a fact, with the $25,000 aviation appropriation now available. Three planes were ordered. One pilot was ready and two were in training. Of these, Lieutenant Rodgers qualified for his pilot's license in August in a Wright machine, and Lieutenant Towers the next month in a Curtiss craft. Naval flying was now on its own.

The first navy aviation camp was established on the Naval Reservation, across the river from the Naval Academy. The planes were delivered in October, 1911, the Wright and a single-seater Curtiss machine being land planes. The other Curtiss machine was equipped for service on water and became the first navy seaplane.

More pilots were needed, and Ensign V. D. Herbster went to the Wrights as a student. The Secretary of the Navy had become enthused. He promised to issue aircraft to the fleet in a limited way as soon as they were proved practicable. The summer of 1912 saw more officers assigned to aviation when Naval Constructor H. C. Richardson, Lieutenants A. A. Cunningham and B. L. Smith, U.S.M.C., Lieutenant (j.g.) G. de C. Chevalier, Lieutenant (j.g.) P. N. L. Bellinger, and Lieutenant (j.g.) W. D. Billingsley, were ordered to the aviation camp for training.

In 1913, Lieutenant (j.g.) J. N. Murray, Lieutenant-Commander H. C. Mustin, Lieutenant (j.g.) M. L. Stolz, Lieutenant (j.g.) R. C. Saufley, Civil Engineer J. B. Rockwell, Lieutenant Kenneth Whiting and

Lieutenant C. K. Bronson were added to the ranks of naval aviators. To these men belongs the fame of being the pioneers in naval aviation in the United States.

The dual control had been perfected. Self-teaching was a thing of the past, and students could be trained with a minimum of danger. Rodgers had made an extended flight of more than seventy miles to Washington and back, and now the navy camp settled down to the serious business of applying aviation to the fleet. Aviation was no longer confined to daylight. Flights had been made at night. The hydroplane had been improved, with the advantages of the VEE-bottom determined.

Interest was now uppermost in a launching device. Richardson and Smith were assigned to work exclusively on an air-driven catapult. Ellyson devoted his time to double controls and stabilizing devices, while Towers experimented with radio. Others had similar duties, each developing some particular phase of aeronautics.

Accidents were fairly frequent, with credit for the first crash going to Ellyson. Aviators were either a Curtiss flier or a Wright pilot. Universal control was unheard of; in fact, a Wright pilot was either a right-handed or left-handed flier according to his training. Wright used warping wings for circular flight, while Curtiss developed the aileron method of lateral control. Curtiss provided directional control with a steering-wheel, and vertical control from a forward and back movement of the steering column. Banking was controlled by a shoulder yoke, and leaning to one side or the other influenced the ailerons. The demand for universal or standard control was evidenced when Ellyson and Towers actually had to learn to fly the other's plane, and in time the standard stick control was adopted.

June, 1913, saw the first fatality in the ranks of naval fliers when Lieutenant Towers and Lieutenant W. D.

Billingsley crashed from sixteen hundred feet in the Wright B-2 hydroplane. One of Chevalier's letters, written at the time, will tell the story best.

"It is the first serious accident in the navy camp. Towers, Ellyson and Smith have all smashed up before, but this is the first death. It was most unexpected, and yet readily explained. While out in the flying-boat the other day, I met with some air conditions that were probably the same that caused Billingsley's machine to capsize. He flew a Wright machine, and in that type you are not held in your seat by any straps. The reason for that is that your feet are practically straight out in front, and you can brace yourself most securely. In the Curtiss machine, you are strapped in (over the points of the shoulders), because your position is almost that of sitting in a chair and there is nothing to keep you from pitching forward on a steep glide except the straps. . . . Now, if a Wright machine hit the same air conditions and was thrown to an almost vertical gliding angle, there would be nothing to hold the operator in his seat unless he had been warned by previous bad air and was most strongly braced. Evidently he was not, for when the machine was thrown forward on her nose, Billingsley fell forward against his control levers. This added to the trouble, because it gave him full down rudder, causing them to dive still more. He fell forward, out of the machine and clear of it. Towers was a passenger, as he had little experience in flying a Wright machine. He caught hold of a stanchion and held on while the machine fell twelve hundred feet. Just before it struck the water it turned completely bottom up and the full surface of the plane caused it to glide at an angle to the vertical. . . . This, of course, greatly checked the tremendous speed of falling, and to it he (Towers) owes his life. He went under with the machine and then gained the surface and crawled up on the bottom of the main pontoon or boat. . . . They soon came upon the wreck, picked up Mr. Towers, but could

find no trace of Billingsley. Towers is terribly shaken up, has a broken rib, and is in a bad nervous condition, but otherwise he is expected to recover completely and in short order. A marvelous escape! He kept his nerves together until he got to the hospital, gave orders, dictated a report and was his normal self. It was a fine exhibition of self-control. Billingsley's body has not yet been recovered."

Chevalier had seen flying service at Annapolis, Pensacola, Cuba and Vera Cruz before the war. In 1917 he went overseas with the first detachment of any branch of the United States forces, and flew at Tours, Avord, Pau and Cazaux, France, before becoming commanding officer of U. S. Naval Air Station at Dunkirk, Seaplane Base, in 1917 and 1918.

In 1919, he was assigned to Naval Operations, Navy Department, and he served as liaison officer for the trans-Atlantic flight of the N C (Navy-Curtiss) boats. The following year saw Chevalier on duty at the Norfolk Navy Yard, the duty involving actual flying in aircraft, in connection with fitting out U.S.S. *Langley*. The *Langley* was the old collier *Jupiter*, now converted into the navy's first airplane carrier. When the *Langley* went into commission as a carrier,Chevalier was detailed to her and became senior flight officer. In October, 1922, Chevalier became the first man to land a plane on the *Langley* or, for that matter, any ship under way. For this exploit he was presented with a loving cup, inscribed: "From the officers of the U.S.S. *Langley* to Lieutenant-Commander Godfrey de Courcelles Chevalier, U. S. Navy, commemorating the first landing aboard the U. S. Navy's Airplane Carrier. October twenty-six, nineteen hundred and twenty-two."

Lieutenant-Commander V. C. Griffin had the distinction of being first to fly off the U.S.S. *Langley*, and to Commander Kenneth Whiting goes the credit for the first catapult launching from her deck.

Less than a month after Chevalier's successful land-

U. S. S. *LANGLEY*, FIRST AIRPLANE CARRIER
Chevalier was the first man to land on her deck while in motion
"Official Photograph U. S. Navy"

ing, he was badly injured in a plane crash near Norfolk, and died two days later. Rear Admiral William A. Moffett, chief of the Bureau of Aeronautics, in an article in *The Outlook*, said: "Chevalier was one of the most popular and aggressive officers in naval aviation, and his work is largely responsible for the development that has gone forward to date. His death was not only felt as a severe loss in the wealth of experience and knowledge which he possessed; it had a depressing effect on the entire ship's company, for Chevalier was loved by the men who served under him and by his brother officers."

THE LEGION OF HONOR.

The Legion of Honor, which conferred knighthood upon Godfrey Chevalier, is described in the *Encyclopaedia Britannica* as the only order of France, and one which in its higher grades ranks in estimation with the highest European orders. It was instituted by Napoleon Bonaparte on May 19, 1802, as a general military and civil order of merit. All soldiers on whom "swords of honour" had been already conferred were declared legionaries *ipso facto*, and all citizens after twenty-five years' service were declared eligible, whatever their birth, rank or religion. On admission, all were to swear to coöperate, so far as in them lay, for the assertion of the principles of liberty and equality. The organization, as laid down by Napoleon in 1804, was as follows: Napoleon was grand master; a grand council of seven grand officers administered the order; the order was divided into fifteen "cohorts" of seven grand officers, twenty commanders, thirty officers and three hundred fifty legionaries, and at the headquarters of the cohorts, for which the territory of France was serrated into fifteen divisions, were maintained hospitals for the support of the sick and infirm legionaries. Salaries varying in each rank were attached to the order. In 1805, the rank of "Grand Eagle" (now Grand Cross, or Grand

Cordon) was instituted, taking precedence of the grand officers. At the Restoration many changes were made, the old military and religious orders were restored, and the Legion of Honor, now Ordre Royale de la Légion d'Honneur, took the lowest rank. The revolution of July, 1830, restored the order to its unique place. The constitution of the order now rests on the decrees of March 16 and November 24, 1852, the law of July 25, 1873, the decree of December 29, 1892, and the laws of April 16, 1895, and January 28, 1897, and a decree of June 26, 1900. The president of the republic is the grand master of the order; the administration is in the hands of a grand chancellor, who has a council of the order nominated by the grand master. The chancellery is housed in the Palais de la Legion d'Honneur, which, burnt during the Commune, was rebuilt in 1878. The order consists of the five classes of grand cross (limited to eighty), grand officer (two hundred), commander (one thousand), officers (four thousand), and chevalier or knight, in which the number is unlimited. These limitations in number do not affect the foreign recipients of the order. Salaries are attached to the military and naval recipients of the order when on the active list. The numbers of the recipients of the order *sans traitement* are limited through all classes. In ordinary circumstances twenty years of military, naval or civil service must have been performed before a candidate can be eligible for the rank of chevalier, and promotions can only be made after definite service in the lower rank.

Extraordinary service in time of war and extraordinary service in civil life admit to any rank. Women have been decorated, notably Rosa Bonheur, Madame Curie and Madame Bartet. In the present order of the French republic the symbolical head of the republic appears in the center of the medallion, and a laurel wreath replaces the imperial crown; the inscription is République Francaise.

"AN EAGLE PASSES ON HIS UPWARD WAY."

The *Ledger-Dispatch*, of Norfolk, Virginia, published the following eloquent tribute to Lieutenant-Commander Chevalier on the day following his untimely death. It was written by Douglas Gordon, who had a wide acquaintance with the aviators of that time:

"If ever a man seemed rightly named, it was that flight officer of the navy whose life flew from him yesterday—Chevalier. From the time he was a boy at school, throughout the years of service he gave to an honored profession, during the trying period of fighting days overseas, and afterwards when he strove to perfect in peace what must be used in war, he was just that—the chevalier. It is not necessary to have known the man: his record and the words of his shipmates, on the sea and in the air, tell the story of his life and picture the man—a chevalier without fear and without reproach.

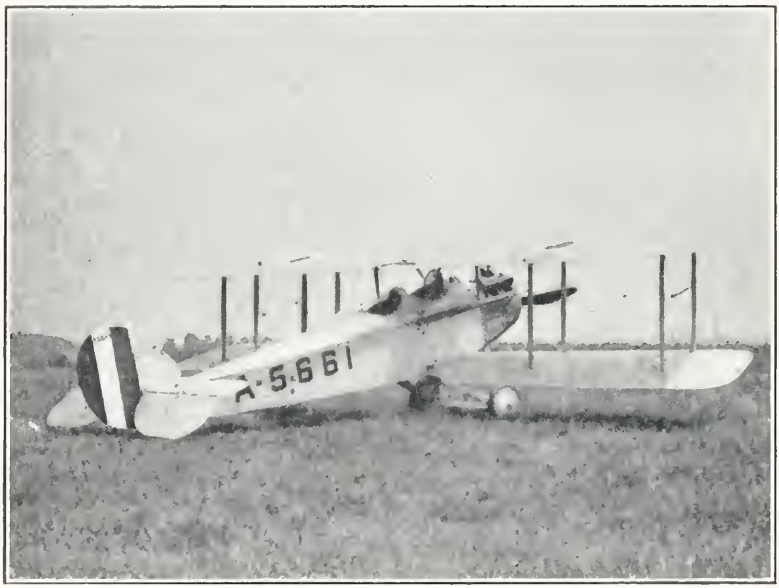
"He was decorated by the governments of Great Britain, France and the United States because he was without fear, and so dared in battle as to win the praise of men and the thanks of nations. In peace he also dared: he was only a boy when he saved the lives of twenty men. In peace he continued to dare: he was the first American naval officer to land on a moving ship. Yet the things he did were not done from sheer bravado: they called for daring, but they were in the line of duty, duty which he undertook with the seriousness of a chevalier of olden days, though he smiled amid danger from out the boy's heart of him.

"Whatever hazards menaced him, whether rescuing men who would drown, whether flying and fighting in France, whether venturing a test charged with death, or seeking to land his ship in an unknown field, life found him unafraid. His hands on the controls, his eyes ahead, he sailed between sky and earth, a chevalier of the air.

"In war and in peace, he lived and tried and conquered and died—a gentleman unafraid. He died, we think, as an eagle would die, eyes front, wings outspread —in flight. Such men as Lieutenant-Commander Godfrey de Courcelles Chevalier exalt their uniform and their service, and their souls wing their way to their Great Commander still unafraid. Flags hang at half mast, bugles sound and rifles crash a last salute; but there must be no sadness, for an eagle passes on his upward way."

Godfrey de C. Chevalier was the second of his family to die in the service of his country. In 1898, an older brother, Harold Frye Chevalier, Private, 21st U. S. Infantry, died while en route to the Philippines, in the Spanish-American War, and was buried at sea. Another brother, John Bayard Chevalier, served as a First Lieutenant, A. S. A., U. S. A., and was commanding officer, Aviation Instruction Centre, Cazaux, France, during the World War.

SOME OF THE PIONEER NAVAL FLIERS



TYPE OF PLANE IN WHICH CHEVALIER CRASHED

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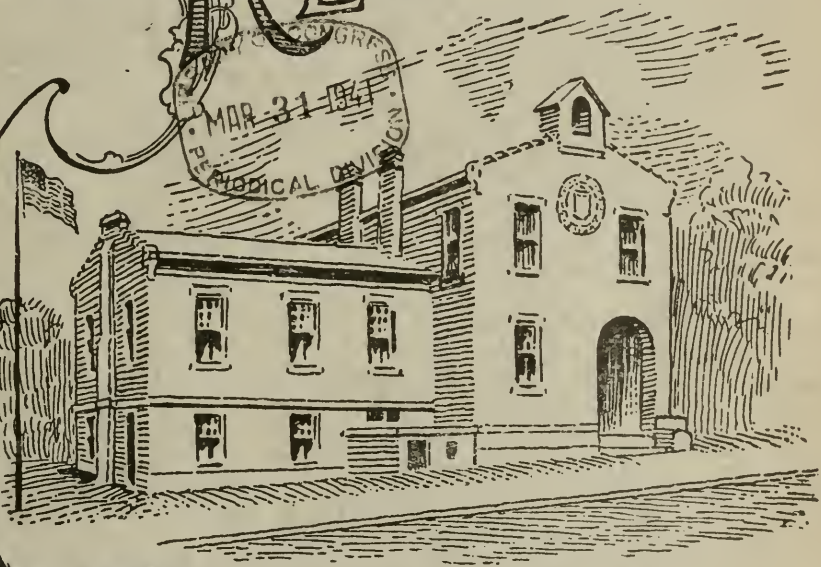

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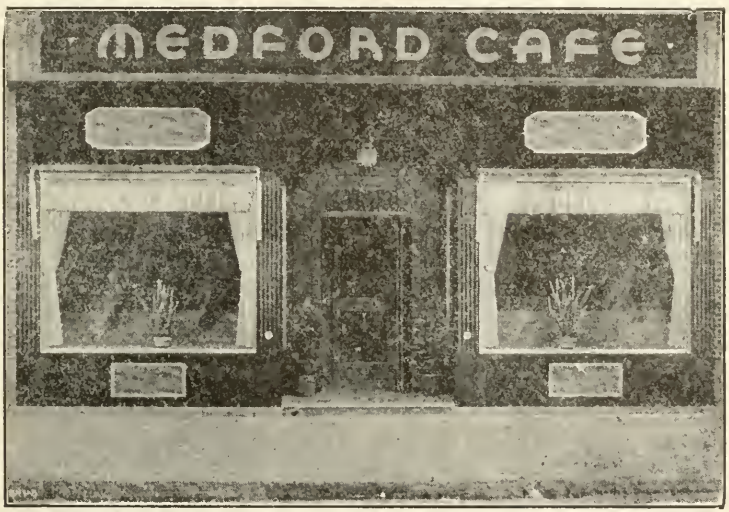

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The Medford Historical Register.

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CAPTAIN SAMUEL SWAN, 3RD, OF MEDFORD.

By Farnham Yardley.

ONE of my ancestors, at the age of twenty-five, was in command of a ship and sailing the Seven Seas. I am referring to Captain Samuel Swan, 3rd, who was born in Medford on May 9, 1779, and in 1804 was in command of the brig *Star*, hailing from Medford. Copies of letters written by the Captain have been preserved, and they indicate that he sailed to the Windward Islands, Africa, Calcutta and England, and have to do with the business in which he was engaged. It was his custom, as was quite general in New England in those days, to fit out ships with various products of this country, sail to some foreign port, and there barter or sell the cargo. He would bring back products of various kinds which could be sold in this country. The letters indicate that when payments were made, three bills of exchange were written and sent forward by three different vessels, evidently with the hope that one vessel would reach its destination. No doubt that from this practice originated the term first, second and third Bill of Exchange.

There are many vessels mentioned in these letters, some of which sailed from Medford, Salem and Boston. They are: schooners — *Edward*, of New York; *Louisiana*, of Boston; *James Preble*, *Sally Barker Winslow*, *Millar*, *Hope*, *Four Brothers*, *Tropie Bud*; ships — *Hibernia*, *Taylor*, *Fame*, *Martha*; brigs — *Albert*, *Betsey*, *Hannah*, *Hiram*, *Favorite*, *Josephine*, *Louisa*, *Perseverance*, *Benjamin and Nancy*, *Love and Unity*, *Eliza*, *Vigilant*. It seems that the Captain either commanded or sailed on the brigs *Star*, *Betsey*, *Isle May*, *Eliza*, *Vigilant* and *Rover*.

The Captain makes a list of articles suitable for the African markets, and observes that tobacco is a prime article of trade on the Windward coast. Rum is a good article in both native and factory trade. Gin, molasses, essence spruce, porter, vinegar, pickled mackerel, pickled alewives, salmon, shad, smoked salmon, herring, codfish, flour, Indian meal, rice, crackers, navy and pilot bread, beef, pork, tongues, hams, lard, cheese, butter, brown sugar, tea, lumber, tar, pitch, twine, duck for boat sails, boots and shoes, corks, trunks, saddles and bridles, chairs, sofas to draw out and form a bed, mattresses, bedsteads, card tables, sideboards, writing desks, dressing-cases, elegant looking-glasses, and anything in that way, ready-mixed paint and paint oil, staves, nails, brown and white soap, candles, tallow, cloth, and adds: "The articles enumerated, to which many others may be added, are all calculated for the factory trade, but all are by no means necessary to carry it on. In the native trade not only several of these articles are wanted, but a long list of others must be on board to pursue it to advantage, such as powder, iron bars, lead bars (all of which do very well in the whites), guns, flints, swords, neptunes, brass pans, beads, copper rods, knives, fish-hooks, crockery and glassware, etc." On the return voyage the cargoes seemed to consist for the most part of gold, ivory, copper, wax, gum opal and ebony.

The Captain entered into an agreement with an A. C. Hutton, or his agents, on the coast of Africa in 1810, to purchase and send out for the said A. C. Hutton, or his agents, a good fast-sailing vessel, from sixty to eighty tons burden, to be dispatched from America within six months from the date thereof, with the following cargo: 30 punch. proof rum; 8,000 lb. best tobacco; 30 bar. flour; 20 boxes spermaceti candles; 20 boxes soap (brown); 20 bar. beef; 10 pork; 4 pipes gin; 40 cases gin; 20 bar. pilot bread; 50 kegs butter; 10,000 feet boards; 2,000 puncheon staves; 500 iron hoofs; 30 bar. crackers; 4 pipes good M. wine; 6 boxes horv. sugars; 5M 30, 5M 20, 5M 10 nails. Hutton agreed to receive this cargo on account to the shippers

and to dispose of the same to the best advantage, the profits of which were to be divided, one-half to the shippers, and one-half to Hutton; or Hutton agreed to take the cargo at fifty per cent on the invoice, allowing insurance and other charges on the shipment, and to pay for the same in gold dust, ivory, or palm oil; or such other African produce as might meet with approval. Hutton further empowered the Captain to supply him to the extent of three shipments annually, amounting to about sixteen thousand each shipment in goods as indicated.

It would be interesting if we might know if this arrangement was as satisfactory as the Captain seemed to think it would be. In writing to his brother, he observes that there would be a positive gain of from twenty to twenty-five thousand a year, "at no risk to me, as Hutton pays the insurance, if the goods are delivered to him, and the shippers are secured in case of loss."

The Captain married Peggy (Margaret) Tufts in 1809. Their children were: Benjamin L., who married Sarah Brinkerhoff; Samuel, who married Lucretia Staniels; James, who married Matilda Loring; Margaret, who married William Eveleth, and Hannah L., who married George Francis.

There is a family tradition that when the Captain was courting Peggy, he said: "Peggy, my dear, when I come back from this trip I want to give you, as a personal wedding gift, something that you would like. Will you please tell me what you wish?" To which Peggy replied: "Sam, I can think of nothing better than a set of china for my bedroom." The Captain asked Peggy what she would like to have put on the china, and her answer was: "Oh, put Peggy Tufts on it!" When he arrived in the Orient, the Captain gave his directions to one of the china dealers. The literal Chinaman did as he was told to do and, in substantiation of this, one of our treasured possessions is a carafe, on the bottom of which are the words: "Peggy Tufts on it."

In 1823 the Captain was lost at sea. The Medford

church records note that Captain Samuel Swan was "supposed to have been lost at sea the early part of 1823. Vessel and company never heard from." His widow, however, had the comforting and abiding faith that it was not so, and each night there was always a light in the home, and the door was never locked, so that the Captain could enter at any time.

Farnham Yardley is the son of the late Mrs. Charles Burleigh Yardley of East Orange, New Jersey. Mrs. Yardley, whose maiden name was Margaret Tufts Swan, remembered visiting her grandmother, Mrs. Samuel Swan, at the old home at which George Washington stopped, which stood to the west of the First Parish Church. Mr. and Mrs. Farnham Yardley have given to the Society many unique photographs of old Medford, together with paintings of the town and the knocker that once sounded on the Swan door.

THE STORY OF OUR WATER SUPPLY.

By Edward B. Dennison.

Part II. The Middlesex Canal as a Water Supply System—Building of the Cochituate System—Sudbury River Additional Supply—Nashua River Supply—The Metropolitan System.

IN a communication to the City Council, dated January 29, 1834, Mayor Theodore Lyman, Jr., reviews the whole subject and stresses early action. He refers to the large amount ($273,700 per year) paid in New York City for soft or "tea water" brought into the city in hogsheads, and delivered at a cost of one cent a gallon. He also refers to the annoyance of thawing out frozen pumps, fetching water from a distance, carrying it upstairs, and other inconveniences. Interesting statements in his communication are that in digging wells on Copp's Hill oyster shells were found fifty feet below the surface, and that the well at the State House, one hundred feet deep, rose and fell with the tide.

In a report dated June 30, 1836, a committee, of which Mayor Samuel T. Armstrong was chairman, rejects a plan for "sinking a large and deep shaft or hole in the earth, six hundred to one thousand feet deep." Needless to say this colossal well was never built. It was considered impracticable, and householders were not disposed to risk having their own wells run dry. As late as 1842 the City Council was petitioned to discontinue a public pump on State Street on account of its affecting wells at Pemberton Square.

In 1837 a commission was appointed to go over the entire matter. The report of the commission is dated November 23 of that year, and is signed by the three members: Daniel Treadwell, who made the first report in 1825, Nathan Hale and James F. Baldwin. This report is the first in which the future Mystic Water Works, with a reservoir on Walnut Tree Hill (College Hill), is proposed.

The commission presented for consideration four different plans as follows:

First: The Charles River, the supply to be pumped by a steam engine through a conduit from above the Falls at Watertown, to a distributing reservoir on Corey Hill in Brookline.

Second: Mystic Pond, the supply to be pumped to a reservoir on Walnut Tree Hill, a gravity conduit to run through Cambridge and under the Charles River near Harvard College.

Third: Spot Pond, with a gravity conduit to a reservoir on Walnut Tree Hill, and the addition, by pumping to the reservoir as needed, the Mystic Pond supply, both parts of this system to be built at the same time.

Fourth: Long Pond, in Framingham, the supply to flow by gravity through a conduit to a reservoir on Corey Hill.

The report was accompanied by a minority report submitted by Mr. Baldwin, in which he strongly objects to Charles River and Mystic Pond, and favors the Long Pond plan. Mr. Baldwin's strenuous action in favor of Long Pond, recommended by his brother, Loammi Baldwin, in 1834, is generally admitted to have been the deciding factor in its final selection. With experts dis-

agreeing, we can well imagine how confusing the problem must have been to the average citizen.

In this 1837 report, and in others, we note the use of "wine gallons," or the English "imperial gallons," in statistics on Boston's water supply, while similar reports printed in Philadelphia are in "beer gallons." Whether or not the good people of Philadelphia were more familiar with beer gallons as a unit of liquid measure we cannot say.

In the midst of all the plans and proposals, reports of commissions and mass meetings of the citizens, there was one small group, the proprietors of the Middlesex Canal, who had good cause for viewing the state of affairs with deep concern.

Beset by financial troubles over a long period after the opening of the Canal in 1803 (the first scant dividends not being paid until 1819) now, after a few years of prosperity, the Canal corporation found itself not only losing its traffic to the Boston & Lowell Railroad, but threatened with the loss of its very life blood, the waters of the Concord River. The situation is explained in a letter, a copy of which follows:

Boston, September 2, 1837.

Daniel Treadwell
James F. Baldwin
Nathan Hale, Esqrs. Commissioners, &c.

Gentlemen:

The President and Directors of the Middlesex Canal have considered your communication dated August 22 in which this question is proposed: "What sum of money will be taken by the Proprietors of the Canal as a compensation for all damages they may sustain from the waters of Long Pond being diverted from its present course?"

This pond is the main source of the Concord River; the river is the source of the Canal throughout its length. The total diversion of the water of the pond would probably deprive the Canal of nearly all its water. A partial diversion would sometimes produce nearly the same effect, that is, in dry seasons when there is not a drop to spare if the Canal be kept in use. One of your number is probably better informed than the Board on this subject.

As the inquiry goes to the full extent of the whole value of the Canal it would be exceedingly difficult to state a sum as compensation. It would first be necessary to know precisely what quantity of water your proposed object would divert, and then to know what effect that diversion might have on the Canal's interests.

Acting only representatively, this Board cannot speak with any authority as to the views of the Proprietors, this subject not being within the commonly delegated powers. But speaking individually, the members beg leave to say that anything within their power tending to accomplish the valuable purpose of your Commission, would be most willingly undertaken by them.

Most respectfully, gentlemen,

Your obedient servant,

(Signed) Peter O. Thatcher,

President of the Corporation of Middlesex Canal.

It was unfortunate for the stockholders that the Canal was not promptly taken over by the City, that they might benefit by a substantial settlement before their holdings became practically a total loss.

With each succeeding year the fortunes of the Canal fell rapidly. The railroad was extended from Lowell to Concord, N. H., causing the loss of a large portion of the freight traffic to and from points served by the canal-boats on the Merrimac between Lowell and Concord.

At the latter point were extensive quarries that supplied granite for many important undertakings, among which were Quincy Market and Charlestown State Prison. A wharf for the canal-boats was provided for unloading the granite used in building the prison in 1805, and for many years stone for building contractors worked into shape by convicts.

The quarries also furnished stone cross-ties and the foundation walls for them upon which the first rails of the railroad, its entire length from Boston to Lowell, were laid, all of which, it is interesting to note, was hauled in the canal-boats by the plodding horses and oxen along the portion of the Canal in West Medford, now that part of Boston Avenue between the river and High Street.

In 1843, in a long communication to the Canal proprietors, Caleb Eddy, agent of the corporation, reviews existing conditions, and contemplates the gloomy outlook. He laments the loss of traffic to the railroad, also the fact that the charter granted to the railroad protected it from a competing railroad being built along the course of the Canal. Mr. Eddy believed that the State should make good to the Canal the loss caused by this provision in the charter.

With a view to salvaging as much as possible for the Canal owners, Mr. Eddy recommends that the proprietors take immediate steps to interest the city of Boston in taking over the Canal for a water supply system, and supports his suggestion with plans and estimates of cost.

His plans involved the abandonment of the Canal between its southern end at Charles River tidewater in Charlestown and Woburn upper locks, also that portion between the Billerica mills and the Merrimac, a total of fourteen miles of the Canal. The remaining thirteen miles, between the Concord River and Woburn upper locks, could then be used as an aqueduct for the waters of the Concord River. From Woburn upper locks the water would flow through a thirty-inch iron pipe to supply Boston and Charlestown. The supply would be received in a distributing reservoir on "Windmill Hill," in East Cambridge. The length of the conduit pipe from Woburn upper locks to the reservoir is given as 39,309 feet, and from the reservoir to Charles River as 9,900 feet. The pipe and other material could conveniently be distributed by the Canal.

In case the Canal should not be taken over, Mr. Eddy suggests, in the rather despairing close of his letter, that "It may be best to surrender the charter, wind up the concern, sell the property and divide the proceeds."

Notwithstanding this discouraging view of the situation, the Canal proprietors kept up their struggle for existence until 1851, when the Canal ceased operation, and, in 1859, the charter was surrendered.

In 1846 the solution of supplying Boston's immediate water needs had finally shaped itself. Long Pond was selected, and on August 20 of that year, in Cochituate, with imposing ceremonies, ground was broken for the conduit. A feature of the exercises was the adoption of the suggestion of Mayor Josiah Quincy, Jr., that the name of Long Pond be changed to its original Indian name, "Cochituate." This occasion marked the beginning of the far-flung Metropolitan Water System as it exists today.

The first spadeful of earth was deposited in a wheelbarrow by Mayor Josiah Quincy, Jr.; the second, by Ex-President of the United States, John Quincy Adams, and the third, by Josiah Quincy, Sr. The spade used, bearing two suitably inscribed silver plates, is now at Boston City Hall.

The work of building the conduit, about fifteen miles long, to the Brookline reservoir (twenty-three acres in extent, and built as part of the system), was rapidly pushed, and completed September 17, 1848. Built of brick, oval-shaped, its greatest interior width is five feet, and its height six feet, four inches. The greater part of its length is below the surface of the ground, rising above the surface, covered by an embankment, at irregular intervals.

Hidden from view, and now generally forgotten, are two of the most noteworthy features of the conduit, the tunnels, blasted through rock of extreme hardness with gunpowder, one in Newton, 2,410 feet long, eighty feet below the surface at its greatest depth, and one in Brookline, 1,150 feet long, and about sixty feet below the surface.

The conduit is carried over the Charles River on a three-arch granite bridge at Newton Lower Falls. (Echo Bridge, at Newton Upper Falls, was built in 1876 for the Sudbury River additional supply aqueduct.)

Distributing reservoirs, supplied by gravity from Brookline reservoir, were built on Beacon Hill, Telegraph Hill in South Boston, and on Eagle Hill in East Boston.

The Beacon Hill reservoir, of massive granite construction, was the most costly. Its water surface was 162 x 167 feet, the land being bounded by Derne, Temple, Mt. Vernon and Hancock streets. With other articles enclosed in a copper box, placed in the corner-stone at Derne and Temple streets, was a silver plate inscribed with the names of those prominently associated with the Cochituate undertaking, fittingly headed by that of Loammi Baldwin.

This reservoir, rendered unnecessary (except in winter for skating) by improved high pressure service, was discontinued June 6, 1870, and removed in 1882.

The Chestnut Hill reservoir, 125 acres in extent, was built in 1870 to provide a large reserve body of water near Boston, for use in case of accident to the aqueduct or other emergency.

The date when Moses of Old Testament days smote the rock on the parched plains of the Wilderness is lost in the night of antiquity, but it was on October 25, A. D. 1848, that Mayor Josiah Quincy, Jr., in the presence of a vast multitude on Boston Common, raised his hand, a water-gate in the Frog Pond was opened, and the waters of Lake Cochituate, from Brookline reservoir, four and one-half miles distant, shot sixty feet upward in the October sunshine.

An artist's sketch of the scene shows an arched viewing stand over the westerly part of the pond, a column of water spouting high at the easterly end, lines of militia, and the closely-packed multitude surrounding the pond.

The water was let into the conduit at the lake at 10.42 A. M., October 12. With a fall of but 4.26 feet in its entire length of 14.62 miles to Brookline reservoir, its progress was closely followed, and its appearance at various openings greeted with cheers by thrilled observers. At 3.30 P. M. it had crossed the bridge over the Charles at Newton Lower Falls, about nine miles from the lake, and at 9.10 P. M. it reached the reservoir, a total time of ten hours, twenty-eight minutes.

In " Days and Ways in Old Boston," is the following:

> The year (1847) was made memorable in Boston by the breaking of ground in front of the Old State House on Washington Street for pipes to carry water through the city. The law which made this public improvement possible had passed the Legislature in April, 1864, and on being submitted to a popular vote in Boston, was approved 4667 to 348. It is difficult now to understand how anyone could oppose the introduction of public water works.

But the joyous celebration on October 25, with its monster parade, fourteen thousand marchers, with many bands and special features, the booming of cannon, ringing of church bells, and fireworks, by no means marked the complete solution of Boston's water problem.

With the abandonment of wells, rain-water cisterns and the many small storage reservoirs with which the city was dotted for fire protection, and entire dependence placed upon the new system, the grim spectre of a water famine lurked in the offing. Boston had yet to face the most trying period in all its history in the matter of water supply. As early as 1856 restrictions were placed upon the use of water in dry seasons, and efforts made to check waste. In 1864 the demand exceeded the supply from the lake. Warnings were published in the newspapers, and a corps of twenty inspectors employed to visit the premises of water takers.

In 1869 a contract was made with the then separate City of Charlestown to supply East Boston from the Mystic Works, with a connection near Warren Bridge to supply, in case of emergency, the Beacon Hill district.

With seasons of severe drought in 1870 and 1871 the situation became alarmingly acute. Temporary pumping machinery, made necessary by the lowered supply, was hastily installed at Lake Cochituate, and run day and night through the winter of 1871–72. Conditions were aggravated by the fact that the winter was one of extreme cold. Water pipes were frozen at a depth of four to five feet, and laborers were scarce. Frost, deep in the ground,

was reported as late as April 23. It was plain that immediate action must be taken to secure an additional supply.

A corps of engineers was set to work, with instructions to investigate every possible source of supply within fifty miles of Boston. The Merrimac, Nashua, Ipswich, Shawsheen, Saugus, Neponset, Taunton and Charles rivers; little Flax and Sluice ponds in Lynn; no source, however small, escaped investigation. Fresh Pond was restricted by a perpetual court injunction, in 1857, to the use of Cambridge, and Spot Pond was needed for the towns in its immediate vicinity.

Voluminous statistics on rainfall, areas of watershed, amount and purity of supply, were prepared. Serious consideration was given a plan to bring to Spot Pond the waters of Lake Winnipesaukee, said to be the purest large body of fresh water in New England. As a result of all this feverish activity, the choice narrowed down to two sources, the Charles River, or the source recommended in 1834 by Engineer Loammi Baldwin as a future additional supply, and which was finally selected, the Sudbury River.

In connection with the Charles River attention was called to the fact that along the river, above South Natick, by building an embankment fifteen feet high, a storage reservoir could be created, ten miles long, one and one-half miles at its greatest width, with a capacity of over fifteen billion gallons. Any Charles River plan, however, involved the endless expense of pumping.*

A plan proposed in 1874 was to divert a supply from the Concord, Shawsheen or Merrimac rivers into Mystic Lake through the old Middlesex Canal, the second time,

* Recent reports of the Department of Public Health show the only cities and towns now supplied directly from rivers to be Milford and Hopedale, partially by the Charles; several cities and towns partially by the Ipswich, and Lawrence, wholly by the Merrimac. In each case the supply is purified by sand filtration or other means.

All public water supplies are constantly investigated and analyzed with the efficiency that has won for Massachusetts recognition as being second to no other State in protecting the public health.

it will be noted, that the Canal was considered in connection with Boston's water supply.

It was to secure possession of the Mystic Water Works, with the possibility of adding other nearby sources of supply, that the voters of Boston, in 1874, decided in favor of the annexation of Charlestown.

The Mystic Water Works system was built by the City of Charlestown, 1862-65. At various times it also supplied Chelsea, Everett, East Boston and parts of Somerville. For a short period, previous to January 1, 1900, when Arlington began to receive all its supply from the Metropolitan system, that town was partially supplied through a connection made under the Mystic River near Weir Bridge, with a 24-inch main in West Medford, which was fed by gravity through the two discontinued force mains between the reservoir and pumping station. Around 1870 a metered supply was furnished the "Medford Cattle Station," at North Somerville, where cattle were unloaded to be driven over the road to Brighton.

The reservoir is 560 x 350 feet (4½ acres of water surface), 26 feet deep, water level 140 feet above Upper Mystic Lake.

Included with Spot Pond and other takings by the Metropolitan Water Board, January 1, 1898, the Mystic pumping station was abandoned, and in the summer of that year all pipes at the station were disconnected and the building closed. One of the four pumping engines was removed to Spot Pond, and, in 1912, the remaining engines, boilers and other machinery sold for junk and removed. The building has since been used for various purposes, at one time by Tufts College in connection with aviation studies. It is now used as a storehouse and workshop by the Metropolitan District Commission. The reservoir is used only for equalizing pressure in the low service area.

In 1869 a committee was appointed to investigate the matter of having Medford supplied by the Mystic Works. The committee reported as not in favor of the Mystic

plan, and recommended Spot Pond. Connection was made later with the Mystic system for use in case of emergency. The only record we find of Medford being supplied is in the annual report of the Boston Water Board for the year ending January 31, 1895, which says: "The City of Medford was supplied with Mystic water one day in January and one day in July."

Beginning, in 1870, with eighteen miles of distributing main, Medford received its supply from Spot Pond until 1900, when it was admitted to the Metropolitan system.

The situation at Spot Pond has now been completely changed. Its additional supply, formerly received through two force mains from Chesnut Hill reservoir, has, for some years, been received through a gravity aqueduct from Weston reservoir. With the completion of a new high pressure reservoir adjoining the old one near the New England Sanitarium, and the two supplied directly from the Weston aqueduct, Spot Pond will no longer be needed as a storage basin.

In April, 1872, a legislative act was passed authorizing the City of Boston to take its additional supply from Sudbury River and Farm Pond. A hastily constructed plank dam, 120 feet long, was built to turn the supply from the river into an open trench to Farm Pond, as suggested by Engineer Baldwin in 1834. From the lower or southerly end of the pond, the supply flowed through a second open trench to Beaver Dam Brook, which, widened and deepened along about two miles of its course, carried it into Lake Cochituate. Any overflow in Lake Cochituate passed through a natural outlet at its northerly end into Sudbury River.

Although the open trenches were subject to freezing, this temporary work, completed within sixty days of the approval of the legislative act by the Governor, served to keep up the supply in the lake until the new system could be completed.

The permanent work, as completed in 1878, consisted

of the great Sudbury River aqueduct, sixteen miles long, with a fall of only one foot to the mile, following a course entirely separate from the Cochituate aqueduct, from Farm Pond in Framingham, through Natick, Needham and Newton, to Chestnut Hill reservoir in Brookline. A familiar feature is Echo Bridge, at Newton Upper Falls, which carries the aqueduct over the Charles River. It is an impressively beautiful seven-arch bridge, 425 feet long, and 79 feet above the bed of the river.

Five large storage reservoirs, the last completed in 1895, were built along the Sudbury River. The dam at the lower reservoir is designated "Million and a Half Dam," from the fact that the Act of 1872 provided that not less than a million and a half gallons should flow over this dam every day in the year, to furnish power for mills and factories on the Concord River in Billerica and Lowell.

In Concord, from the bridge on Lowell Street, may be seen a small promontory of land at the point where the waters of the Sudbury and Assabet rivers join to form the Concord River, which empties into the Merrimac at Lowell. On this promontory is Egg Rock, which bears a tablet giving an historical account of the region dating back to its Indian ownership.

Step by step, and with giant strides since the original Cochituate system, the work of extending and improving what is now our Metropolitan Water Supply system has gone steadily forward. The Sudbury River additional supply, the Nashua River supply, with its extensive reservoir at Clinton and Weston aqueduct, the extension to Ware River, and now, still farther westward, to the Swift River and mighty Quabbin.

An editorial in the *Boston Herald* of January 13, 1895, reviewing the situation at that time, says:

> The State Board of Health has completed its report, and has decided that the most available source of future supply is to extend the Sudbury system by tapping the Nashua River, nine miles beyond basin No. 5, and by forming an artificial lake at that point which

will hold sixty billion gallons of water in reserve. Beyond this basin it is proposed to obtain future supplies from the Ware and Swift rivers, and it is possible to go even farther back, and to touch the Deerfield River.

This plan has been found, after careful surveys by competent engineers, to furnish an area larger than that covered by Lake Winnipesaukee, which has been regarded as a possible future source of water supply. The Nashua River is much nearer than Winnipesaukee, it furnishes water which is equally pure and good, and the expense of bringing it into the Metropolitan District is much less.

The following is quoted from the chapter "Engineers and Engineering in Boston," by Charles M. Spofford, in the memorial volume of eight hundred pages, "Fifty Years of Boston," issued in connection with Boston's tercentenary celebration, in 1930:

By 1893 the growing population of Boston and surrounding towns made it necessary to secure an additional supply, which was obtained from the Nashua River. The construction of the new works, which included the Wachusett reservoir near Clinton and the Weston aqueduct, was a notable piece of work, which reflected great credit upon its engineer, Frederic P. Stearns, who was awarded a gold medal for his supervision in connection with these works at the Paris Exposition in 1900.

One of the recognized advantages of the Wachusett project was the fact that extensions still farther to the west reaching the watersheds of the Ware and Swift rivers, and even, if necessary, the watersheds of the Miller and Deerfield rivers, could readily be made, and the existing reservoirs and other constructions utilized, thus securing an almost unlimited supply of pure water.

The necessity of such extensions was recognized by the Legislature of 1922 and, after several investigations, acts were passed in 1925 and 1926 authorizing a total of $65,000,000 for bringing the waters of the Ware and Swift rivers to Boston. The work is under way under the direction of Frank E. Winsor, Chief Engineer. The wisdom of Loammi Baldwin's recommendation to go westward for the Boston water supply, instead of utilizing sources north of Boston, has been amply justified, and, because of his judgment and foresight, and the notable achievements of engineers engaged in this work since his day, Boston seems to be assured of an abundant water supply for all future needs.

In 1931 a twelve-mile rock tunnel, the first step in the great Quabbin project, was completed, bringing the waters of the Ware river watershed to Wachusett reservoir, end-

ing any fear of a water famine in the Metropolitan District. The extension of this tunnel, which passes under Ware River, thence on to Swift River, a total length of twenty-five miles of rock tunnel, formed, at the time of its completion, the longest tunnel of its kind in the world, second now to one in California.

The vast Quabbin reservoir, eighty miles from Boston, covering forty square miles, is completed, and slowly filling. The last traces of the four towns wiped out are submerged. It may take seven or eight years to fill to the required level. The dam is 2,640 feet long, 170 feet above the bed of the Swift River, and 100 feet down in the earth to bed rock. With Quabbin added to the Metropolitan system the supply will be ample, far into the future, for all cities and towns within twenty-five miles of Boston.

In May, 1939, construction was begun on a new pressure aqueduct, 13½ miles long, connecting Wachusett reservoir, 278 feet above sea level, with a new high-level reservoir at Weston. This aqueduct and the new reservoir at Weston were completed and put into operation in October, 1940, bringing the waters of Quabbin into the Metropolitan distributing system, at a point near the Charles River, opposite Norumbega.

The westerly section of this aqueduct is of iron pipe, 12½ feet in diameter, two inches less than the largest ever made, that for part of the California aqueduct. The easterly section is of pipe, 11½ feet in diameter. Connecting the two sections is a rock tunnel, 2½ miles long, 14 feet in diameter, passing under the Sudbury reservoir at a depth of 234 feet.

In connection with, and said to be the next logical step in the Quabbin project, is a proposed pressure aqueduct to replace the present gravity aqueduct built in 1898, from Weston to Chestnut Hill reservoir.

As planned, the pumping stations at Chestnut Hill and Spot Pond will eventually be abandoned, Lake Cochituate will be discontinued as a Metropolitan supply, and the Sudbury River source retained only as a reserve.

The entire Quabbin undertaking is based upon the original report, submitted to the Legislature in 1922, of Engineer X. H. Goodnough, then chief of the Water Supply Division of the State Health Department. The actual construction, almost to completion, was in charge of the late Engineer Frank E. Winsor (died January 30, 1939), in whose honor the great Winsor Dam at Quabbin was named. With the present chief engineer of the Water Supply Commission, Karl R. Kennison, he prepared the plans and specifications, including those for the new Wachusett and the proposed Weston to Chestnut Hill pressure aqueducts.

Prominent in the reports on the Quabbin project we find a familiar Medford name, Frederick W. Gow, son of the late Frederick W. Gow, who, for thirteen years, was Superintendent of the Medford Water Department, succeeding his father, Robert M. Gow, Medford's first superintendent, who served over a period of about twenty years, from the building of the local system in 1870.

As engineer for the Metropolitan District Water Commission, Mr. Gow was in charge of the building of the 25-mile rock tunnel between Wachusett and Quabbin, and had general supervision of the westerly section, including the 2½-mile rock tunnel of the pressure aqueduct connecting Wachusett reservoir with the new reservoir at Weston.

All of which, if brought about in his lifetime, would doubtless have been viewed by Engineer Loammi Baldwin, as in the President Jackson bridge incident, with "quiet satisfaction."

Part I of Mr. Dennison's article, "The Story of Our Water Supply," appeared in the September-December, 1939, issue of the REGISTER.

THE FIVE HALL HOUSES.

For the sake of the annual pilgrimage of Paul Revere, it is fortunate that the sole surviving Hall house out of five originally standing in a row was, on April 19, 1775,

the home of Isaac Hall, captain of the Medford Minutemen. It is also the last link in some of Medford's most interesting traditions.

Andrew Hall, who built the present house about 1720, was also the founder of the famous distillery which made the name of "Old Medford" synonymous with that of rum. Almost two centuries its manufacture continued in Medford, combining the waters of a fine local spring with the best Porto Rico molasses. Any old resident can remember when at noon the latest distillation sent its aroma abroad through Medford Square.

The distillery was but one branch of a many-sided commercial life which occupied Andrew and his sons. Andrew had thirteen children, some of whom died in infancy. The first son, Benjamin, no sooner came of age than his father's death left him in charge of the distillery. Under him and his brothers the activities of the Hall family were legion. A coopering business necessarily followed the distillery. Next came a general store, where farmers brought their produce from the back country to trade for rum or for goods brought up the river.

A sideline of shipping followed. Benjamin had an interest in seventeen vessels plying between the West Indies, Holland and France. Added to these ventures were a slaughter-house and a rendering plant for the making of candles, so the Halls had business enough to hold all the family in Medford in prosperous content.

The result of this family endeavor was expressed in the family settlement. Three sons built themselves houses close to their father's, along the village street. Benjamin erected a great gambrel-roofed house about 1752. Richard, the second son, built his home close to Benjamin's at about the time of his marriage in 1762. Ebenezer, the fourth son, took a house standing cheek by jowl with his father's, probably for his bride, in 1770, and enlarged it later for his family. Each of the three houses edged a little nearer the street so that one window in the east front corner could command Medford Square, the metropolis of village

life. Probably each wished to keep an eye on the distillery, the store and arrival of boats up the river.

These three brothers were all the more closely allied from the fact that they had married three sisters of the Jones family of Cambridge. Tradition runs that Benjamin Hall, called to jury service at the county seat, had stayed overnight at the home of a Mrs. Jones. There he fell in love with the daughter, Hepzibah. His brothers found the sisters equally irresistible. Richard married Lucy and Ebenezer married Martha. Thus the Hall family was triply interwoven.

Isaac was the third son. Apparently he continued to live with his widowed mother in his birthplace. He took a wife in 1761, and by 1775 had four children.

Later, Benjamin Hall built a fifth Hall house for his son Benjamin, after he had married Lucy Tufts. This house was the finest of the five, and was wedged in their center. After the death of Benjamin, Jr., his son Dudley became master. It was he who had the honor of entertaining Lafayette.

The fate of these five houses is one of the tragedies of Medford — the end of a unique tradition. The farthest of the five from the Square, that of Richard, was replaced by the Telephone building. The next, built by Benjamin Hall, Sr., was solidly in the proposed path of Governors Avenue. It was transported across the river to Mystic Avenue, where it still stands, its gambrel roof towering over the smaller modern houses, its amazed windows facing a barrage of automobile salesrooms.

The beautiful home of Benjamin, Jr., (also known as the Dudley Hall house) was razed in 1938 to make way for modern business, and the tall high-shouldered house of Ebenezer, with its brick ends, fell in 1939. Its stairways and panellings were bought for museum use.

Today, the home of the founder of the clan, Andrew, and his son Captain Isaac, is alone, the only house near Medford Square that actually echoed to the hoof beats of Paul Revere.

— RUTH D. COOLIDGE.

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